



BANKSTOWN COMPLETE STREETS

CBD TRANSPORT AND PLACE PLAN

DRAFT - APRIL 2019



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Good cities know that streets move people, not just cars. Great cities know that streets are also places to linger and enjoy.

- Brent Todarian, noted urbanist, former Vancouver Chief Planner

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01

INTRODUCTION





PURPOSE OF THIS PROJECT

An integrated transport and streetscape plan

Over the coming 20 years, Bankstown is planned to more than double the amount of jobs, students and residents. A new high frequency Metro, a new Western Sydney University campus and new hospital are planned. To support this transformation, Council needs an integrated transport and streetscape plan to ensure the city centre is both an accessible and appealing destination.

People and Place

The Bankstown Complete Streets Project is consistent with strategic documents at the national, state and local level. These documents acknowledge the function of streets as places, establish objectives for well-designed centres, and promote a balanced transport system which prioritises active travel.



- UN – Habitat III – The New Urban Agenda (2017)
- UN – The 2030 Agenda for Sustainable Development (2015)



- Places for People – An Urban Protocol for Australian Cities (2011)
- Smart Cities Plan (2016)
- Road Safety Strategy 2011–2020



- Future Transport Strategy 2056 (2018)



- A Metropolis of Three Cities – Greater Sydney Region Plan (2017)
- South District Plan (2018)



- CBCity 2028 Community Strategic Plan (2018) and seven key directions:
 - *Safe & Strong*
 - *Clean & Green*
 - *Prosperous & Innovative*
 - *Moving & Integrated*
 - *Healthy & Active*
 - *Liveable & Distinctive*
 - *Leading & Engaged*



- CBCity Transport Strategy (prepared through 2019)



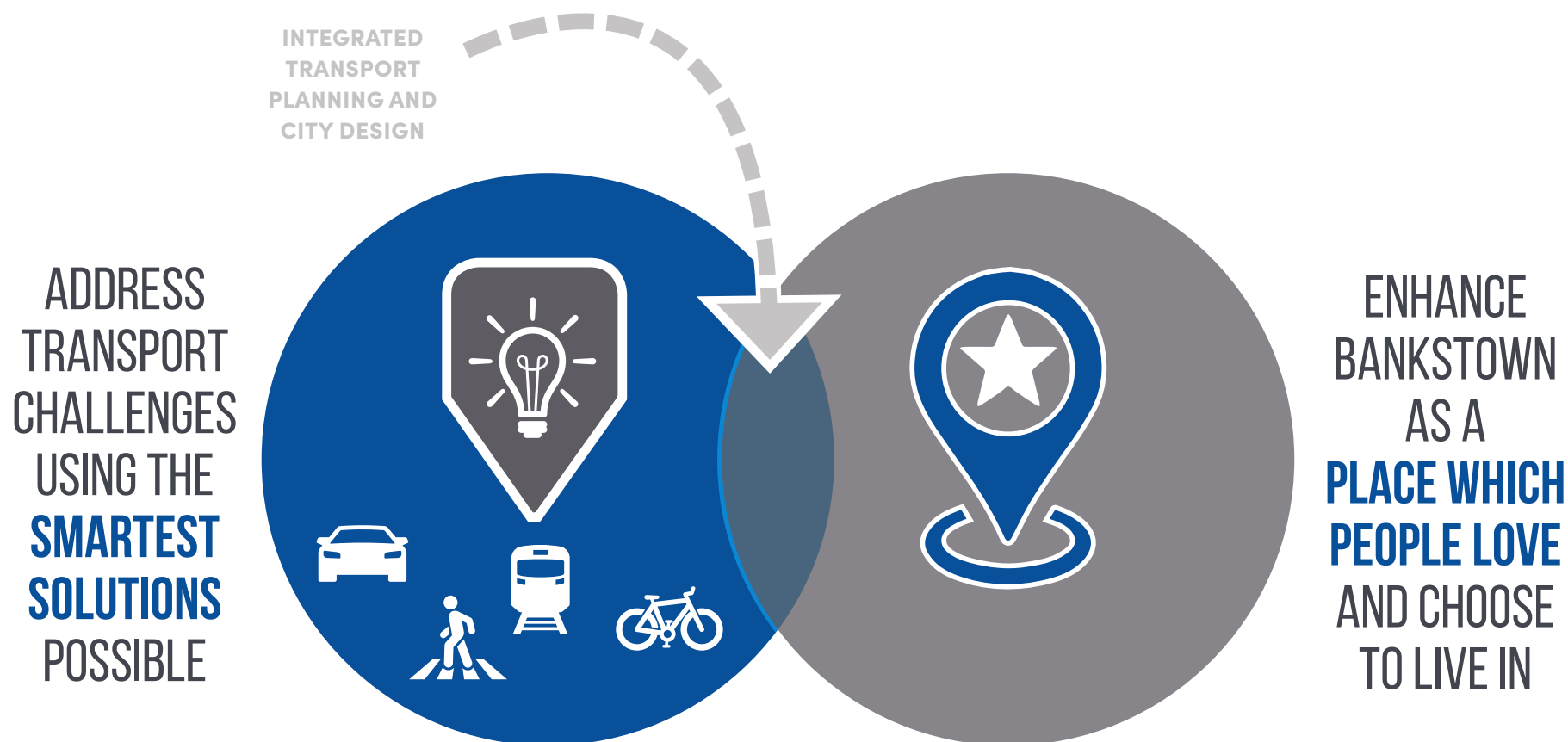
- Bankstown Complete Streets

A holistic approach is required

Council requires a holistic city design and transport framework to provide the vision, strategies and concepts for movement systems in the Bankstown CBD. This will ensure that as the CBD develops, priority is given towards a more liveable, safer and more attractive public domain that supports all modes of transport. The Bankstown Complete Streets Project provides this vision, supported by a Master Plan with street typologies and concept designs to improve pedestrian safety and amenity.

01

WHAT IS COMPLETE STREETS



SLOWER, SAFER STREETS



**SAFER FOR PEDESTRIANS,
CYCLISTS AND MOTORISTS**

BETTER ACCESS



**BETTER ACCESS AND WAYFINDING TO KEY
DESTINATIONS AND PARKING**

MORE ATTRACTIVE



**HIGH QUALITY FOOTPATHS, FURNITURE AND
LANDSCAPING THROUGHOUT THE CBD**

BETTER FOR BUSINESS



**MORE PEDESTRIAN ACTIVITY AND IMPROVED
CITY IMAGE BENEFITS BUSINESSES**

GREENER



**MORE TREES AND SHADE, COOLER STREETS,
REDUCED CARBON EMISSIONS**

HEALTHIER



**MORE ACTIVE TRANSPORT, REDUCED
OBESITY, IMPROVED MENTAL HEALTH**

01 KEY RECOMMENDATIONS

Bankstown CBD is a desirable destination to live, work and visit, famous for its cultural diversity and walkable streets bustling with life. Whether by foot, bike, bus, train or car it is easy to get into and around the city centre safely and conveniently. Bankstown is a leader in smart design and is a celebrated example of town centre transformation that has retained its distinctive qualities.



Pedestrians at the top of transport hierarchy

followed by cyclists and
public transport

Improved streetscapes

slower, safer, greener for a more
attractive destination city





Key activity zones

key streets prioritise activity over traffic

Improved bus service

simpler bus routes and a new better integrated bus station



Ring road

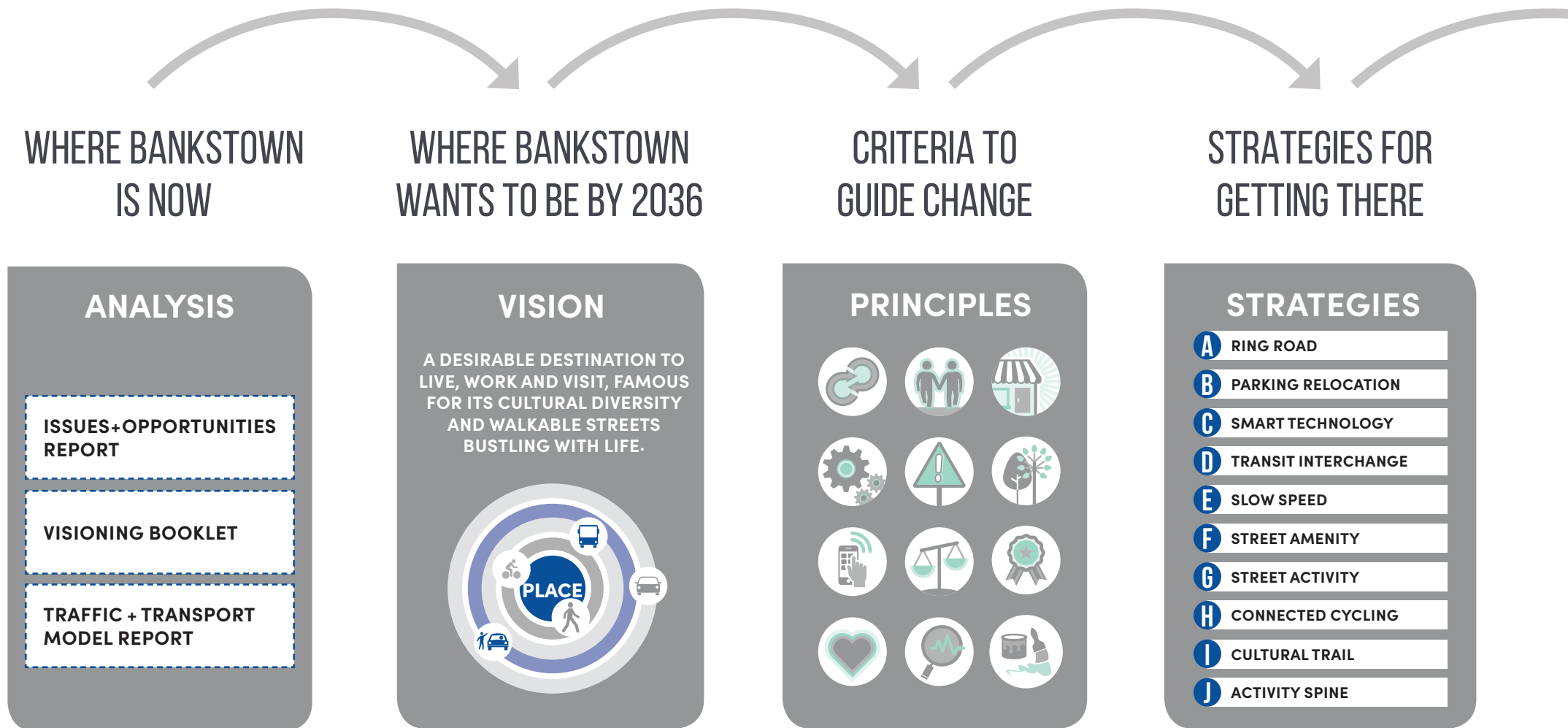
convenient access to the CBD edges

Smart parking not more

technology to use our infrastructure more effectively

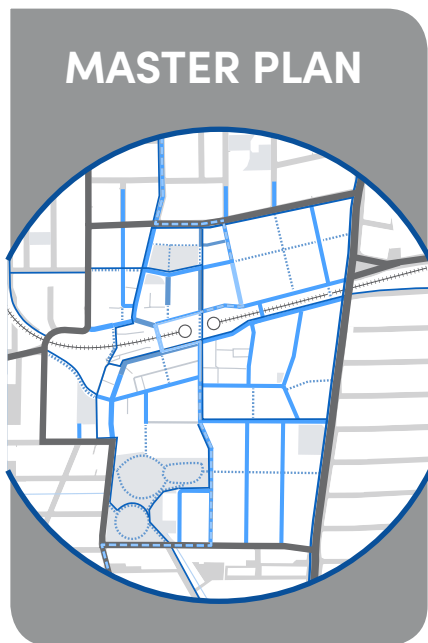


01 REPORT STRUCTURE

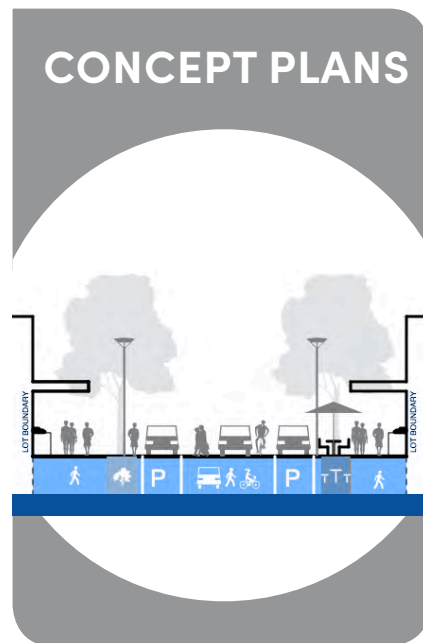




THE FUTURE STREET NETWORK



DETAILED STREET DESIGNS



A PLAN TO IMPLEMENT COMPLETE STREETS



“

It is now generally accepted that city life and regard for people in city space must have a key role in the planning of cities.

- Jan Gehl,
Cities for People

02

STRATEGIC CONTEXT





WELCOME TO BANKSTOWN

Thriving, dynamic and real

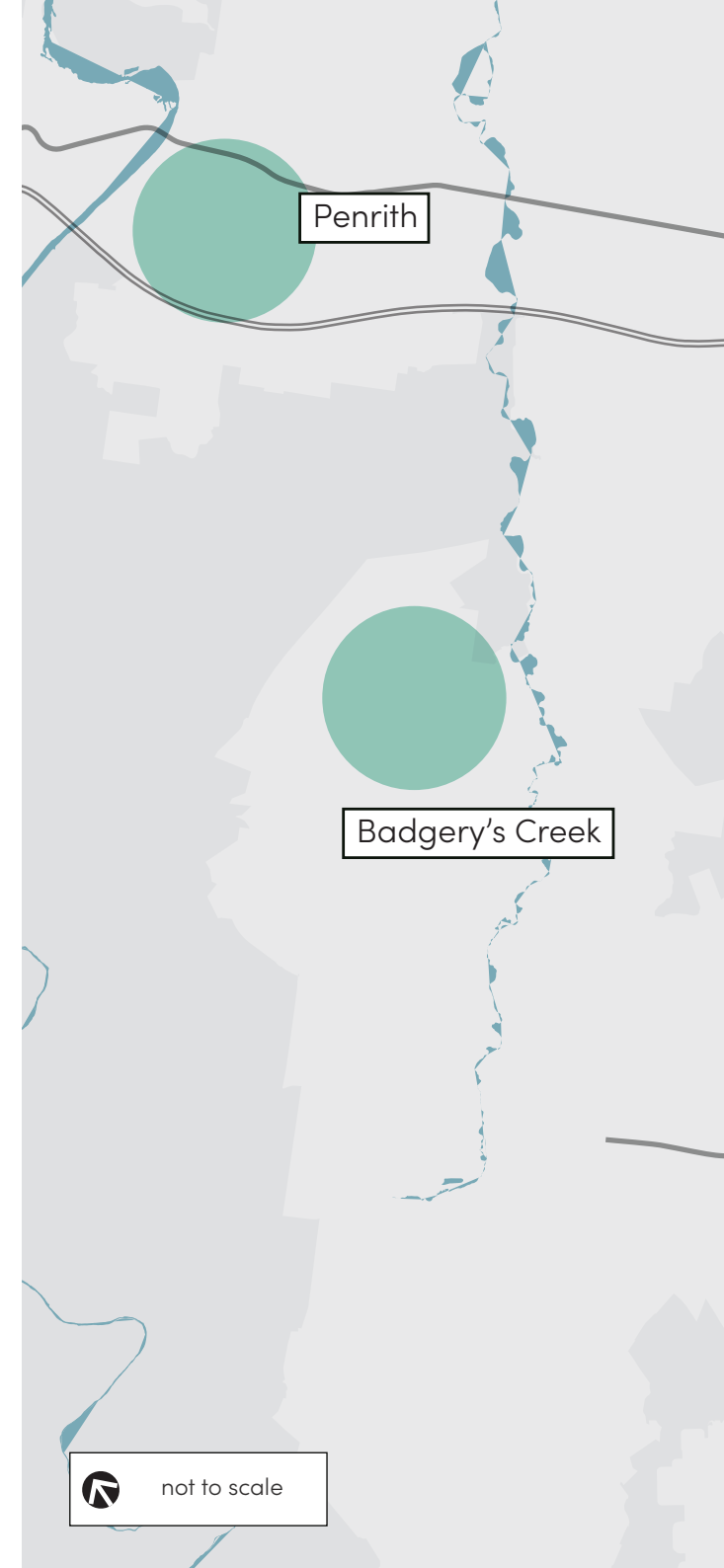
Bankstown began as a colonial farming community, with a population of just 20,000 people in 1920. Over time the city has emerged as a vibrant centre for commerce and exchange, and is now home to more than 360,000 people.

Bankstown is recognised as a Strategic Centre and Health and Education Precinct in the Greater Sydney Region Plan. It is also set to grow as recognised in the Sydenham to Bankstown Urban Renewal Corridor Strategy, catalysed by the new Sydney Metro South West line.

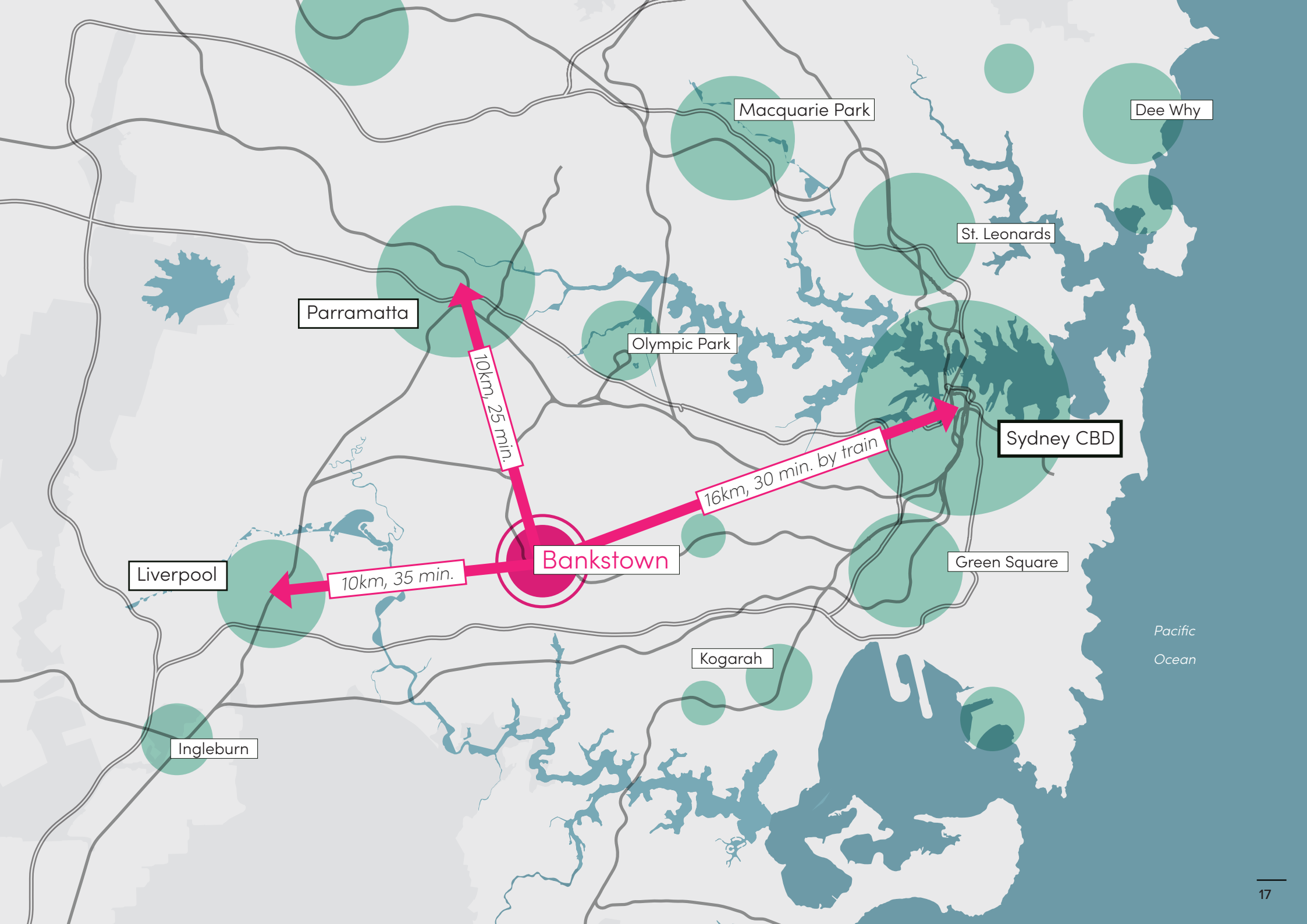
Bankstown Railway Interchange forms the heart of the CBD, and is one of Sydney's busiest stations with around 18,000 trips made through the station everyday. Local and regional bus routes, taxi services, and commuter parking can all be accessed from the interchange, and the nearby Bankstown City Plaza and Saigon Place are often seen filled with pedestrian activity.

People are drawn to Bankstown from all walks of life, and this diversity gives the city its unique identity. Over 80 languages are spoken from more than 100 countries, and the city's great attractors such as eateries, civic spaces and shopping destinations reflect this multicultural community. The city has a growing economy with more than 31,000 businesses already.

As Bankstown faces anticipated growth, a key challenge for the city will be to celebrate its great identity while accommodating more people, more jobs, and more homes. Growth puts pressure on an already constrained transport system, with inefficient and outdated streets. The opportunity exists to balance these demands and move towards an integrated transport system which focuses on people movement and solidifies Bankstown as a premiere, unique, people-focused destination.



not to scale



A CITY OF GREAT PLACES

Great Eat Streets



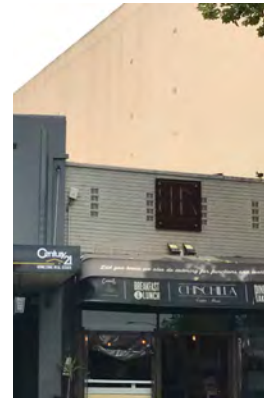
- Saigon Place
- City Plaza
- Chapel Road

Civic Attractors



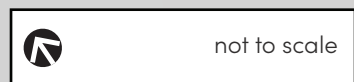
- Bankstown Library
- City Hall
- Paul Keating Park
- Arts Centre
- Schools
- Clubs such as Sports, RSL, Polish and others

Local Services



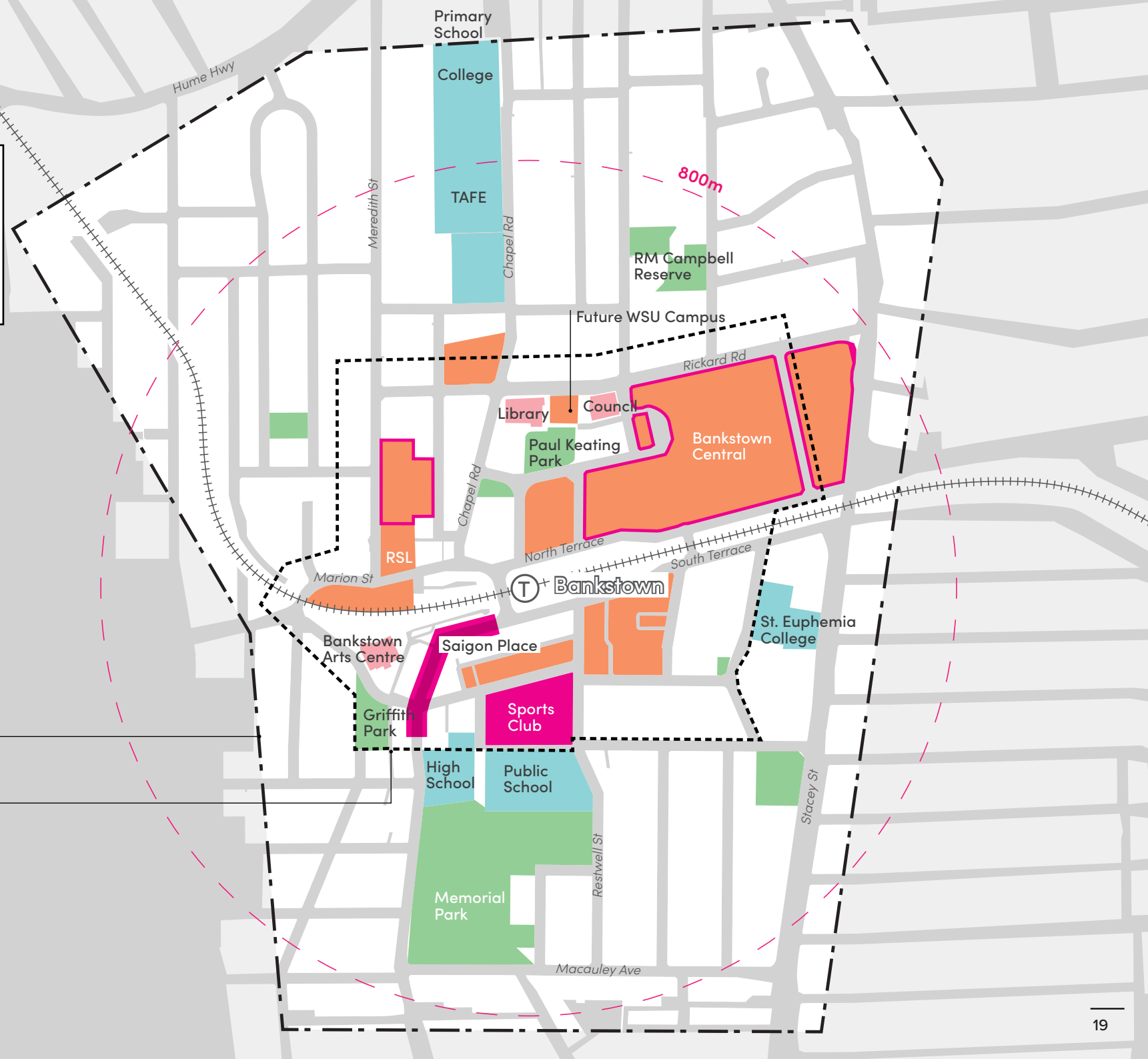
- Fresh food
- Retail, pubs
- Health providers
- Doctor's Surgeries
- Supermarkets
- Post Office

- Educational
- Commercial/Hospitality
- Civic + Cultural
- Open Space
- Major redevelopment Sites (Planned + potential)

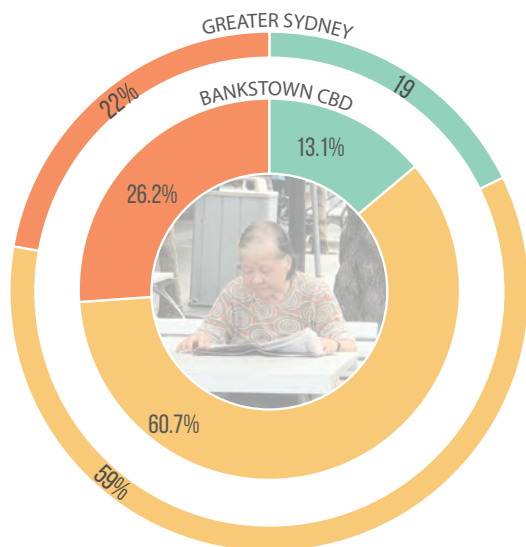


Transport Study Area

Pedestrian Study Area



A CITY OF DIVERSE PEOPLE

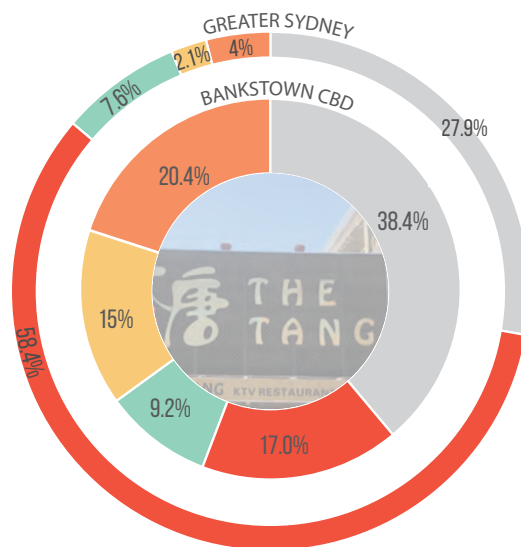


Population Age Adult

60.7% vs 59%

Bankstown Greater Sydney

- Children (0-17 Years)
- Adult (18-59 Years)
- Retirement Age (60+ Years)

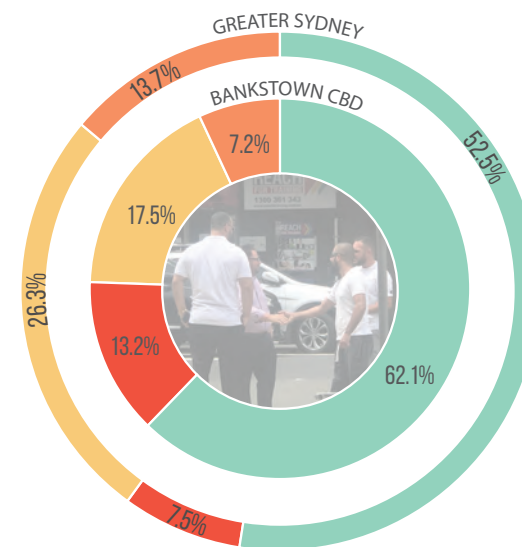


Language at Home Non-English

73.9% vs 35.8%

Bankstown Greater Sydney

- Arabic
- Vietnamese
- Chinese (Mandarin and Cantonese)
- English only
- Other Languages

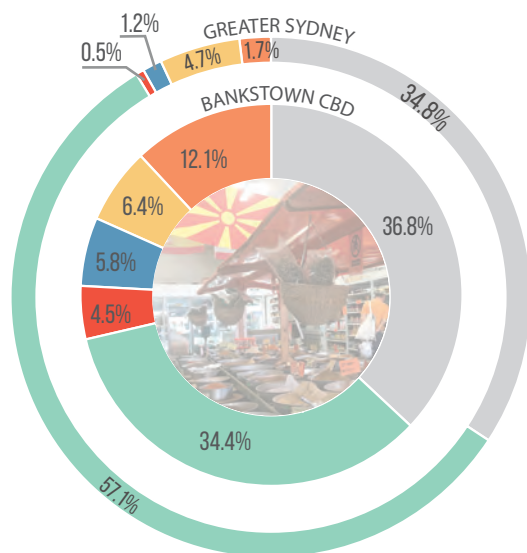


Occupation Professionals

17.5% vs 26.3%

Bankstown Greater Sydney

- Manager
- Professionals
- Labourers
- Other Occupations



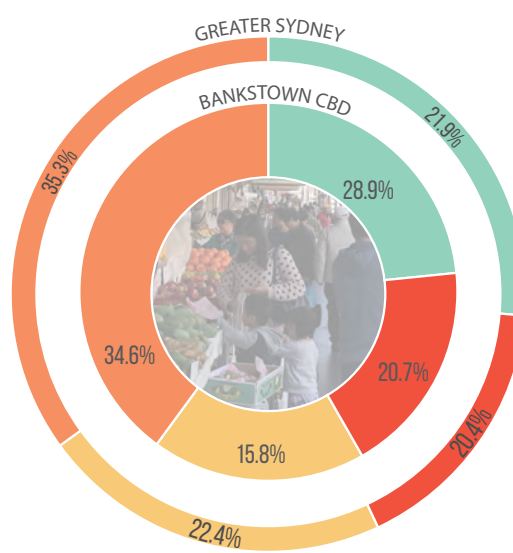
Birth Place Total Overseas

55.8% vs 36.7%

Bankstown

Greater Sydney

- Vietnam
- China
- Lebanon
- Pakistan
- Australia
- Other Countries



Households Single

20.7% vs 20.4%

Bankstown

Greater Sydney

- Couple with children
- Couple without children
- Single
- Other Households

“

The people of Bankstown are genuine, diverse and passionate. The area is vibrant and full of potential.

- Community member,
Bankstown Complete Streets
Online Survey, Mar 2018

A CITY TRANSFORMING

By 2036, Bankstown will have significantly more residents, jobs and trains connecting to Greater Sydney

The State Government is set to increase housing and jobs along the Sydenham to Bankstown corridor, and this renewal would be supported with a higher frequency Metro train service.

Sydney Metro proposes changes to the function of the Bankstown Transit interchange, including:

- Introduction of a secondary concourse;
- Modification of southern and northern plazas to create new station entries;
- No change to arrangements of bus stops, with new service potential.



17,900 new residents by 2036 *Source: idProfile*



100%



5,500 new dwellings by 2036



100%

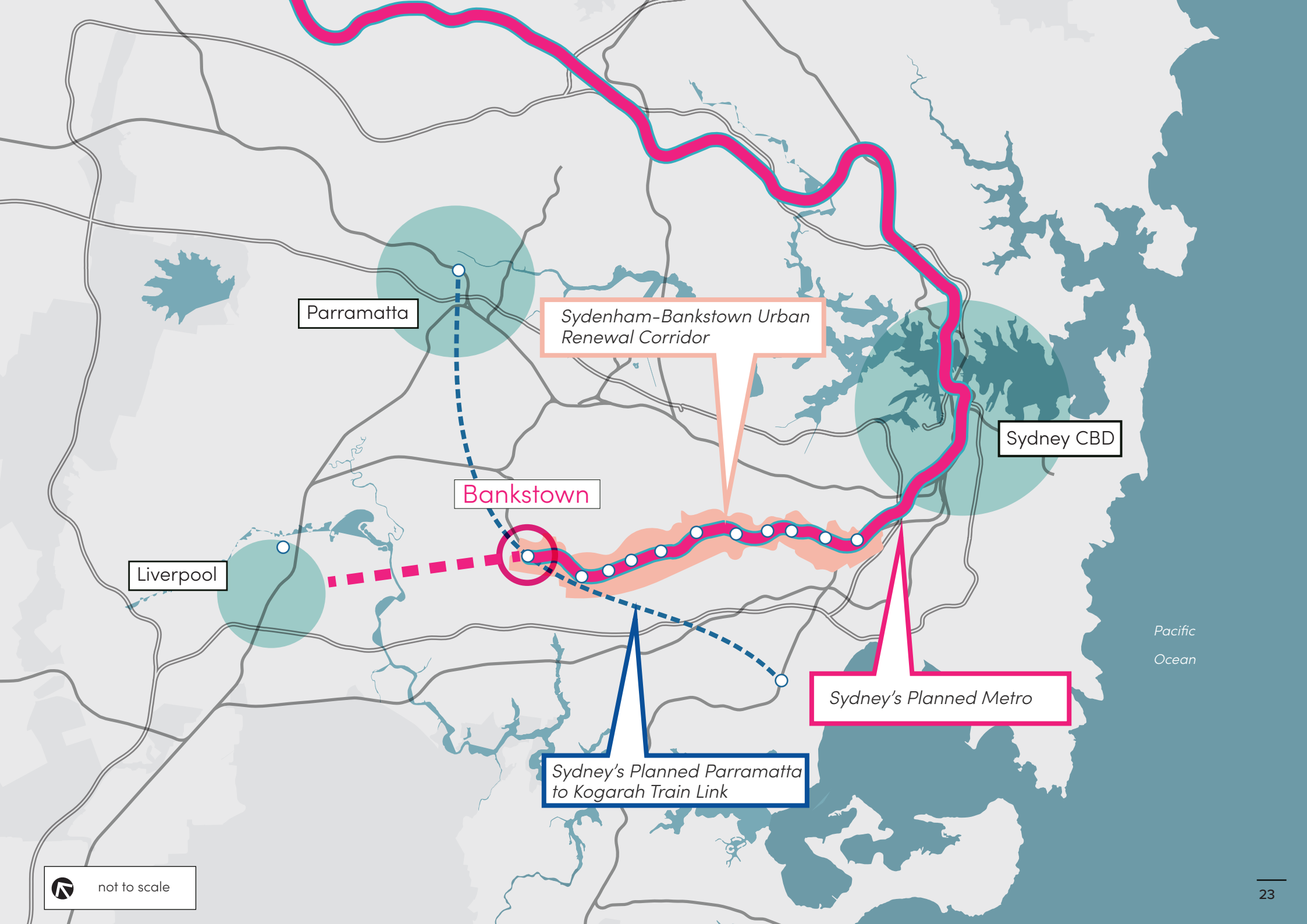


4,900-12,900 new jobs by 2036



100%

**Source (Employment): Greater Sydney 2056: South District Plan (GSC, 2018. p66);*



Parramatta

Sydenham-Bankstown Urban
Renewal Corridor

Sydney CBD

Bankstown

Liverpool

Pacific
Ocean

Sydney's Planned Metro

Sydney's Planned Parramatta
to Kogarah Train Link

HOW WILL THE CITY TRANSFORM?



Growth puts a strain on existing streets, open spaces, social systems and community infrastructure.

How can the streets and public domain work best for everyone so Bankstown can accommodate growth and become an even greater place?

By linking the city's destinations such as the new Metro, university, parks, shops and cultural facilities, Complete Streets will facilitate the transformation of Bankstown as a 'destination city' by 2036.

BANKSTOWN TODAY



62Ha

CBD Area

12,100

Jobs (CBD +
environs)*

21,300

Residents (CBD +
environs)**

DESTINATION BANKSTOWN 2036



62Ha

CBD Area

+ University
(10,000 students)

**17,000 -
25,000**

Jobs (CBD +
environs)

+ High Frequency Metro

+ Hospital

39,200

Residents (CBD +
environs)

+ Redevelopment
of key sites

'BUSINESS AS USUAL' THREATENS FUTURE PROSPERITY

What We Know About the City's Future Change

We know Bankstown CBD is on a path towards significant transformation unlike any other place in Sydney. This is an opportunity to ensure the CBD becomes an even more people-friendly place. As part of developing this strategy, an analysis of current traffic and congestion pressures on the CBD was undertaken by utilising a microsimulation traffic model. This provided an understanding of the current key issues and to provide a platform to test various future strategies.

The project team collected traffic counts, video and travel time survey data throughout the CBD. A traffic model was then built that highlighted where congestion hot-spots were and forecast future congestion by simply allowing growth to occur but with minimum traffic, transport or street design interventions. The future model is a 'business as usual' approach to change, where no

Complete Streets improvements are implemented but planned development and road upgrades to Hume Highway and Stacey Street are included. What the model tells us, and what the images portray on page 27, is that approaching future change through a 'business as usual' approach brings significant congestion, whilst adding no 'place value' or enhancements to Bankstown.

A Congested or Prosperous Future?

'Business as usual' threatens Bankstown's opportunity to become one of Sydney's preeminent destinations with increased jobs closer to home. By 2036, all streets could become congested, with vehicles moving at slow speeds and resulting in an ineffective network from a movement perspective.

A Complete Streets approach to this transformation will allow future congestion to be managed. By 2036, this will mean that there will be

minimal congestion along the ring road and bus routes, in order to provide efficient access to the edge of the CBD and minimise delays.

However, congestion can also serve Bankstown in a positive way, and slower vehicular speeds (no more than 40km/hr) on the streets within the CBD will be promoted, in order to provide a safe and pedestrian-friendly environment. Ultimately, this improved street design will result in better transport service, amenity, safety and will attract more visitors. It will ensure that Bankstown's streets serve both a 'movement' and 'place' function.

BUSINESS AS USUAL APPROACH TO FUTURE TRANSFORMATION BRINGS INCREASED TRAFFIC AND CONGESTION, WITH NO ADDED PLACE VALUE



'Business As Usual' approach tested for traffic model outcomes:

- Reduced Amenity;
- Convolutud Bus System;
- No Safe Cycle Ways;
- Reduced Safety;
- Discourages visitation / No Destination Focus;
- Unappealing for businesses/ residents;
- Congestion along ring road and bus routes (undesirable);
- Congestion along inner CBD streets (desirable); and
- Doesn't Achieve Strategic Potential.

CONGESTION TODAY



CONGESTION 2036 - BUSINESS AS USUAL (minimum system changes)



03

ISSUES + OPPORTUNITIES





SNAPSHOT OF THE STREETS TODAY

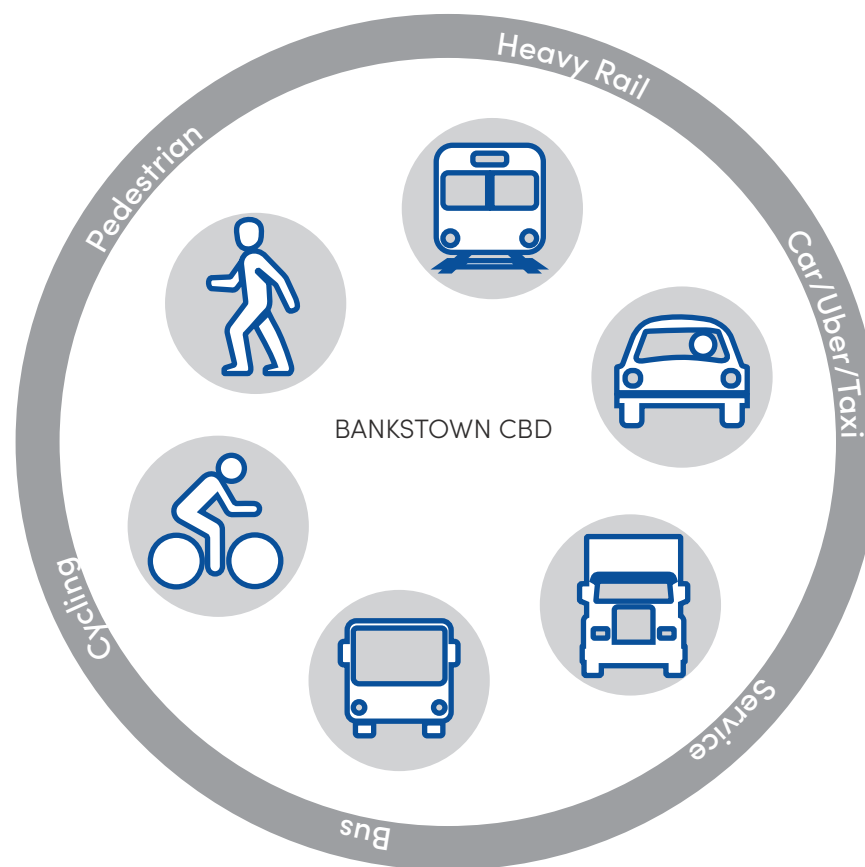
Modal and People Systems

The Bankstown CBD public domain area is a true workhorse, handling 6 modes including pedestrians, cyclists, heavy rail, buses, service vehicles, and cars.

Within the public domain area, the CBD's streets occupy 16.32Ha of space, which accounts for 26% of the CBD area (62Ha in total). These streets can be divided into space for cars and buses, and space for pedestrians.

Car/bus space includes carriageways and service lanes, and occupies 9.89Ha, or 61% of the CBD streets. Pedestrian space includes footpaths, laneways and arcades where people walk, adjacent to shops and amenity zones with cafe seating, bins and lighting. This pedestrian space occupies 6.43Ha, or 39% of the CBD streets.

In addition, public parking stations and private parking stations occupy 2.96Ha and 5.45Ha respectively, and 2.42Ha is dedicated to rail.



Pedestrian Space

Footpaths, Laneways

6.43Ha

39%

Car/Bus Space

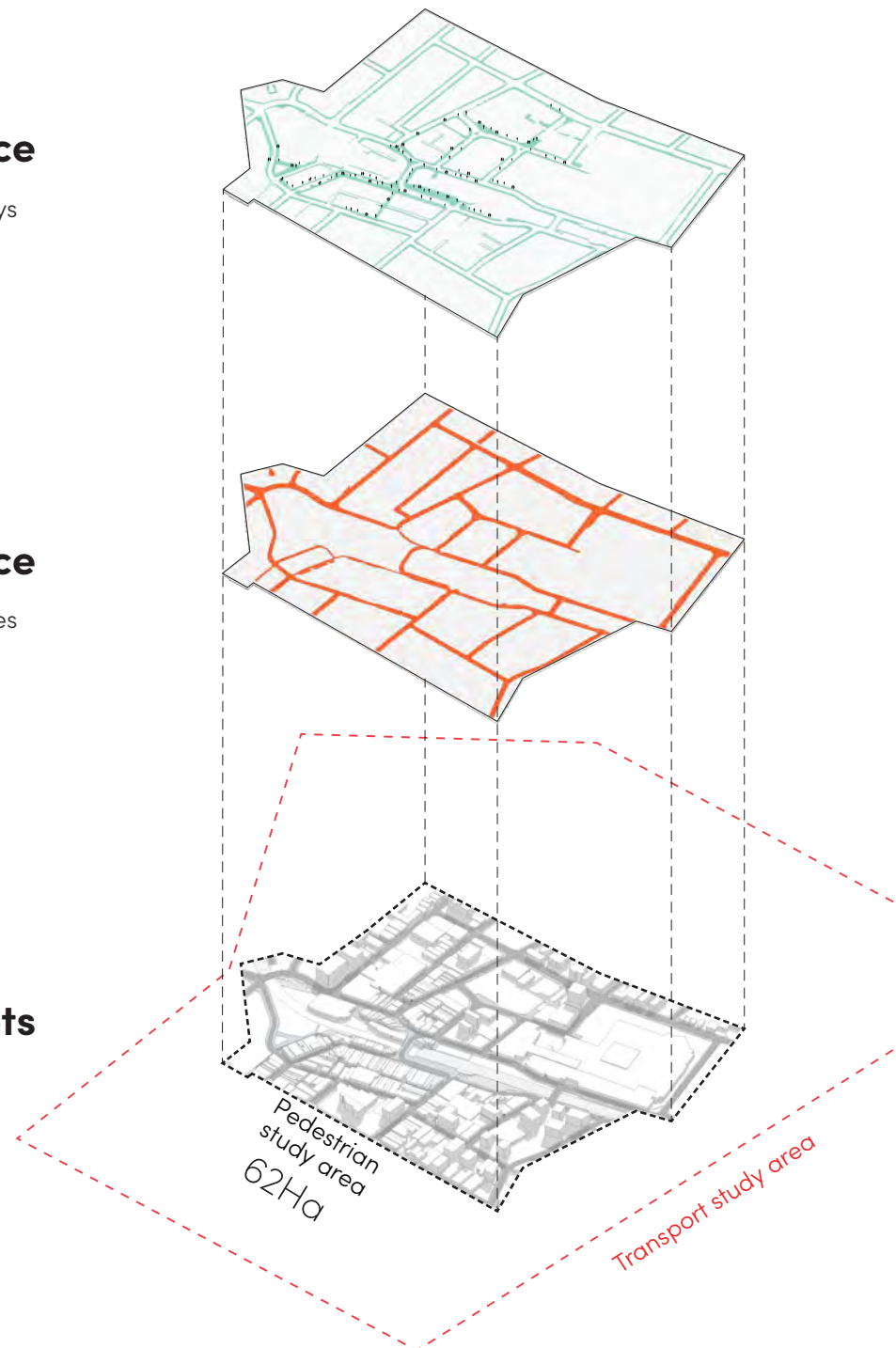
Carriageways, service lanes

9.89Ha

61%

CBD Streets

16.32Ha



“

Streets are important for moving people and goods between places, but are also important places for people and street life, enhancing social and economic participation.

- South District Plan,
Greater Sydney Commission, Mar 2018

03

USER GROUPS

Who They Are



Pedestrians

People of all ages, abilities and backgrounds using the streets to walk and sit.

- **over 14,000 people/day outside Station entrance**
- **6.43ha footpaths and laneways**



Motorists

People driving personal motor vehicles including cars and motorbikes.

- **6,800 vehicles entering the CBD in AM peak hour**
- **6.82 Ha Road carriageways**



Cyclists

People using bicycles, cycle-rickshaws and cargo bikes to move around.

- **67 cyclists/hour***
- **0ha cycling infrastructure**



Freight operators & service providers

People driving vehicles that move goods or conduct critical city services.

- **0.75 Ha Service Lanes**



Public transport users

People using collective transport such as rail and bus services in Bankstown.

- **18,000 train users/day**
- **2.42 Ha rail Infrastructure**
- **6.82 Ha Road carriageways**
- **0.52 Ha Bus terminals**



People doing business

People operating stalls and commercial storefronts which activate the street.

- **10,886 public life activities****
- **6.33ha footpaths**
- **0.25ha social spaces/plazas**

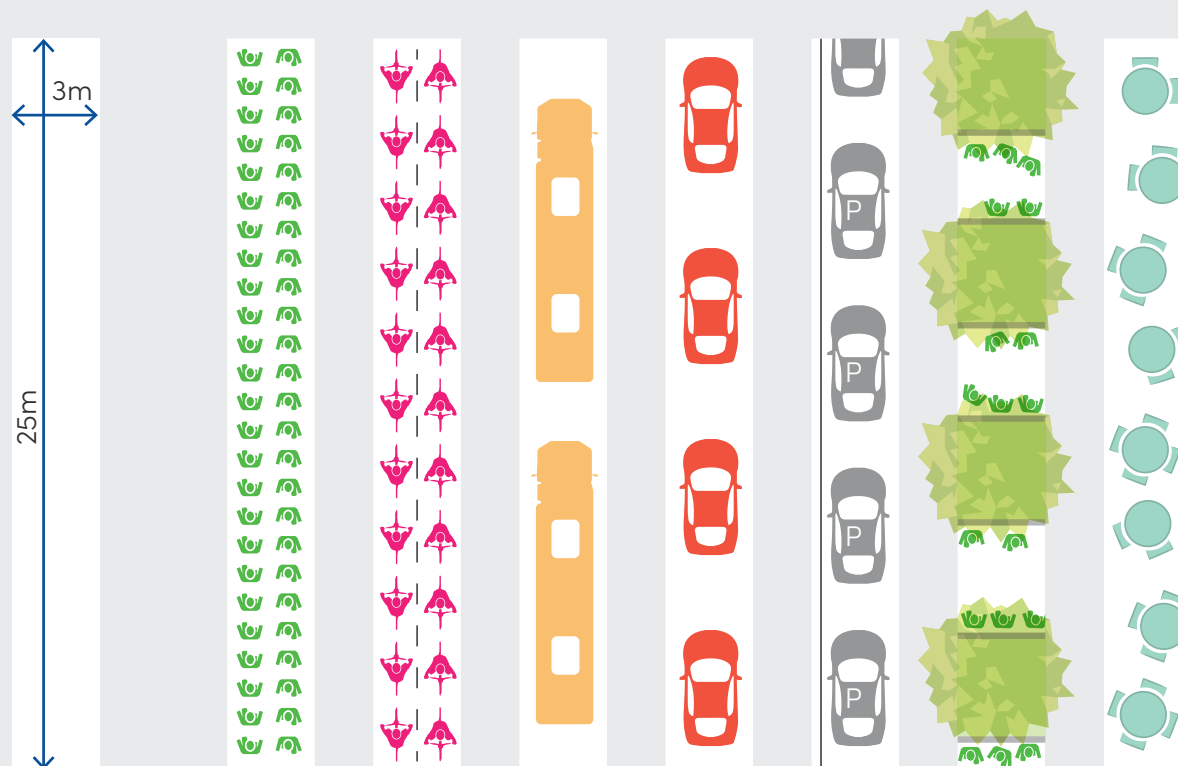
*CYCLING COUNTS WERE CONDUCTED BY GTA IN MAY 2018 ON ONE WEEKDAY PEAK PERIOD (6AM-9AM) AND ONE SATURDAY PEAK PERIOD (11AM-2PM).

**PUBLIC LIFE ACTIVITIES OBSERVED IN 15 LOCATIONS ON THE HOUR, EVERY HOUR, FROM 6AM UNTIL 10PM. AVERAGE ACROSS FOUR DAYS.

How many people benefit from equal space allocated to different uses in the street



How Each Uses the Same Amount of Street Space



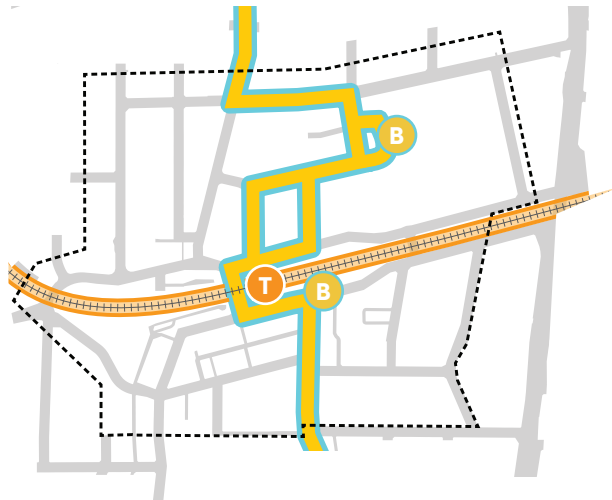
Different users, different demands

Bankstown CBD caters to a spectrum of street users, each of whom have a different spatial requirement for movement and activities. Whether walking, cycling, riding public transit, driving, or sitting and interacting in the public domain, dramatically changes the productivity of street space. As the number of people in Bankstown grows, the challenge will be to cater to these different users while encouraging activities which are more spatially efficient.

03

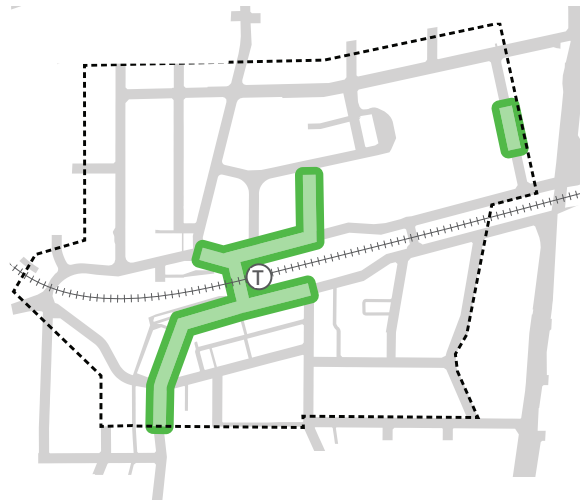
STREET NETWORK

Public Transport Service



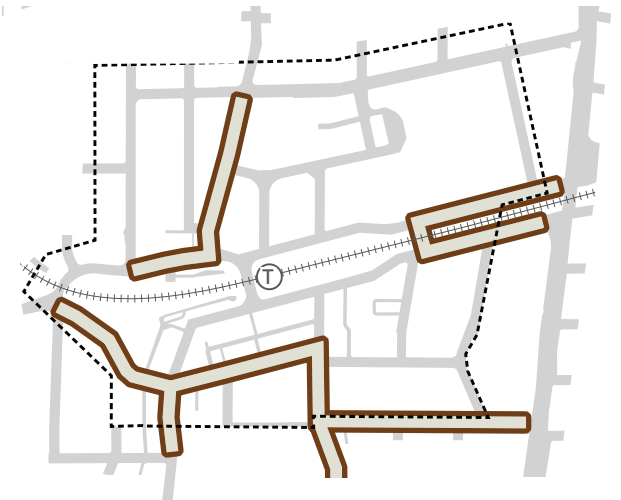
Bankstown is served by the T3 train line which connects it to Sydney CBD and other centres. The major bus routes run North-South and provide connectivity to surrounding residential areas.

Where People Are Walking



The CBD core attracts the highest pedestrian volumes, with more than 13,000 people recorded daily along Saigon Place and more than 14,000 outside of the station.

CBD's Congested Streets



A number of street connections within the ring road experience the most congestion; namely the eastern end of South and North Tce, Greenfield Pde, Chapel Rd North, Olympic Pde, and Stanley St.

Existing Street Function

High Traffic Volume

Local Streets

Major Bus Route

Bus-Only

Shared Zone

Pedestrian Link

Arcade or Internal
Pedestrian Link

Service Lane

Council Parking

Major Private Parking

Bus Interchange

Train Station

Transport Study Area



not to scale

Hume Hwy

College
Primary
School

TAFE

800m

Chapel Rd

Rickard Rd

To Punchbowl

Marion St

South Tce

Stacey St

Stacey St

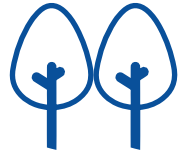
High School
Primary School

Memorial Park

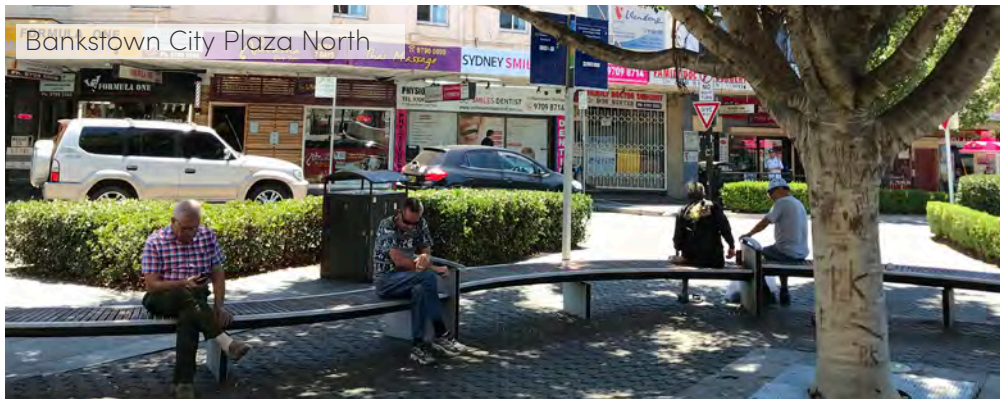
Stanley St

Macauley St

03 CITY QUALITY



Bankstown Already Has High Quality Streets



...But Others Need More Interest



72%

of measured streets have 'limited fundamentals' to make a great street and intervention is needed

(For complete analysis, see Appendix A)

85%

of people think the footpath quality should be improved*

73%

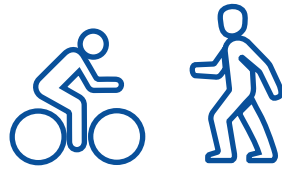
of people think the streets should be made more attractive*

85%

of people think there should be more street trees*

* survey respondents who answered 'very important' or of 'medium importance'

03 SAFETY



KEY ISSUE Car accidents involving pedestrians and cyclists are too high



between 2006 – 2016 there were

182 PEDESTRIAN/
CYCLIST ACCIDENTS

89% of people think
pedestrian safety
needs to be improved*

* survey respondents who answered 'very important' or of 'medium importance'



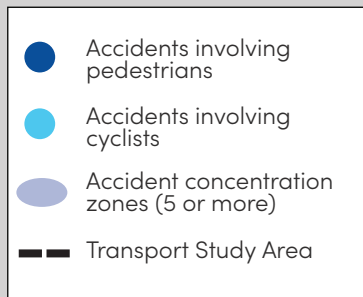
KEY OPPORTUNITY

Connect pedestrian desire lines and slow traffic speeds by ensuring key accident concentration zones and all intersections are redesigned with pedestrian and cyclist priority features

DID YOU KNOW... Speed is the single most important factor in the safety of a street, and is directly proportional to the stopping distance required and risk of pedestrian fatality in cases of conflict.

Source: Global Street Design Guide, NACTO

Existing Pedestrian + Cyclist Accidents



not to scale

For complete analysis, see Appendix A



03

PEDESTRIAN TRAFFIC



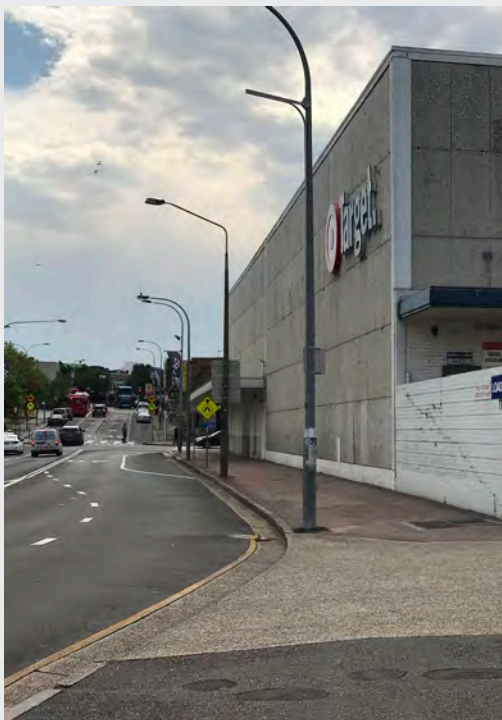
KEY ISSUE Uneven amenity and patronage across the centre



there are

14,500 DAILY WALKERS

outside the train station
vs.
1,500 on Rickard Road



KEY OPPORTUNITY

To help promote local business and safety, expand the number of streets that have high pedestrian activity with outdoor dining, wide footpaths, shady street trees and event spaces.

Existing Daily Pedestrian Volume

- Pedestrian Study Area
- over 14,000 people
- 12,000 - 14,000 people
- 10,000 - 12,000 people
- 8,000 - 10,000 people
- 6,000 - 8,000 people
- 4,000 - 6,000 people
- 2,000 - 4,000 people
- 0 - 2,000 people
- ➡➡ Majority of pedestrians activity crossing road
- Pedestrian count location



not to scale

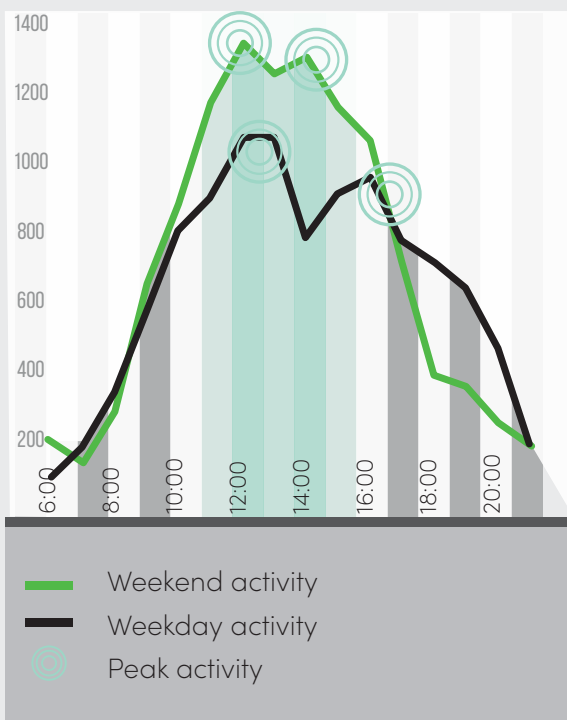
For complete analysis, see Appendix A



PEDESTRIAN ACTIVITY



KEY ISSUE Activity is located in isolated, nodes and higher on the weekend than weekdays



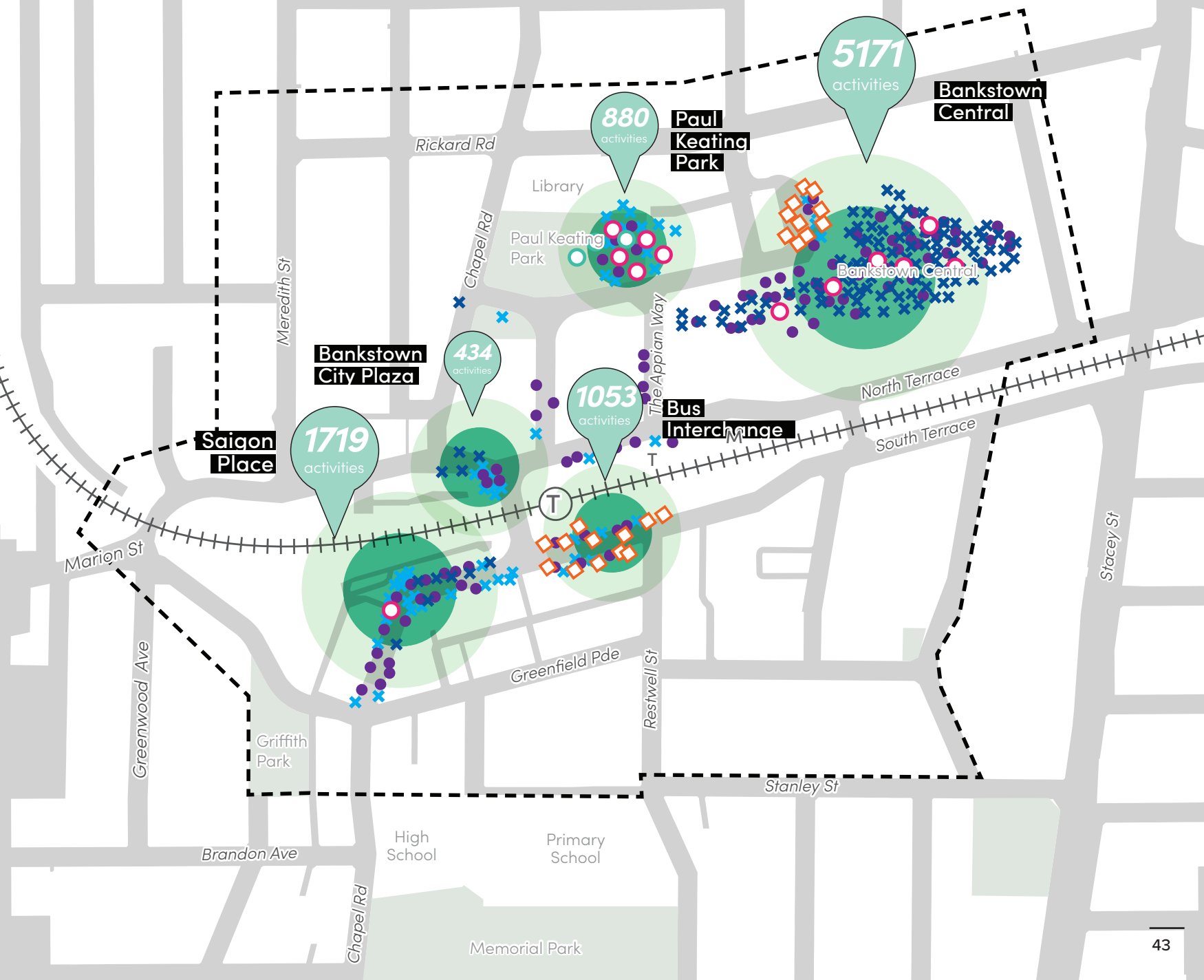
KEY OPPORTUNITY

Improve flexibility of existing activity nodes, expand outdoor dining areas, improve mix of uses in new developments and programme spaces throughout week, not just weekends

Existing Daily Activity



For complete analysis, see Appendix A



03 CYCLING



KEY ISSUE Regional links aren't connected and 0 dedicated cycle lanes in the CBD



there are

0 Dedicated cycle lanes

67 Cyclists per hour



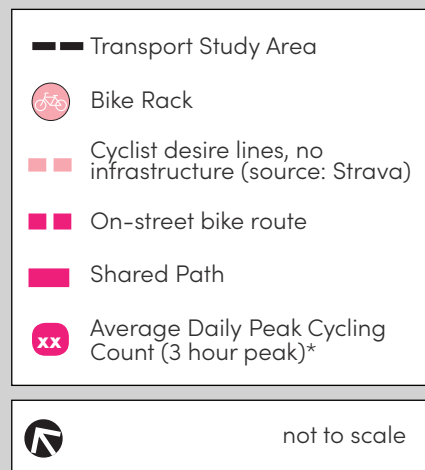
KEY OPPORTUNITY

Connect regional links, provide additional end of trip facilities at the new Metro station as well as the future Western Sydney University students.

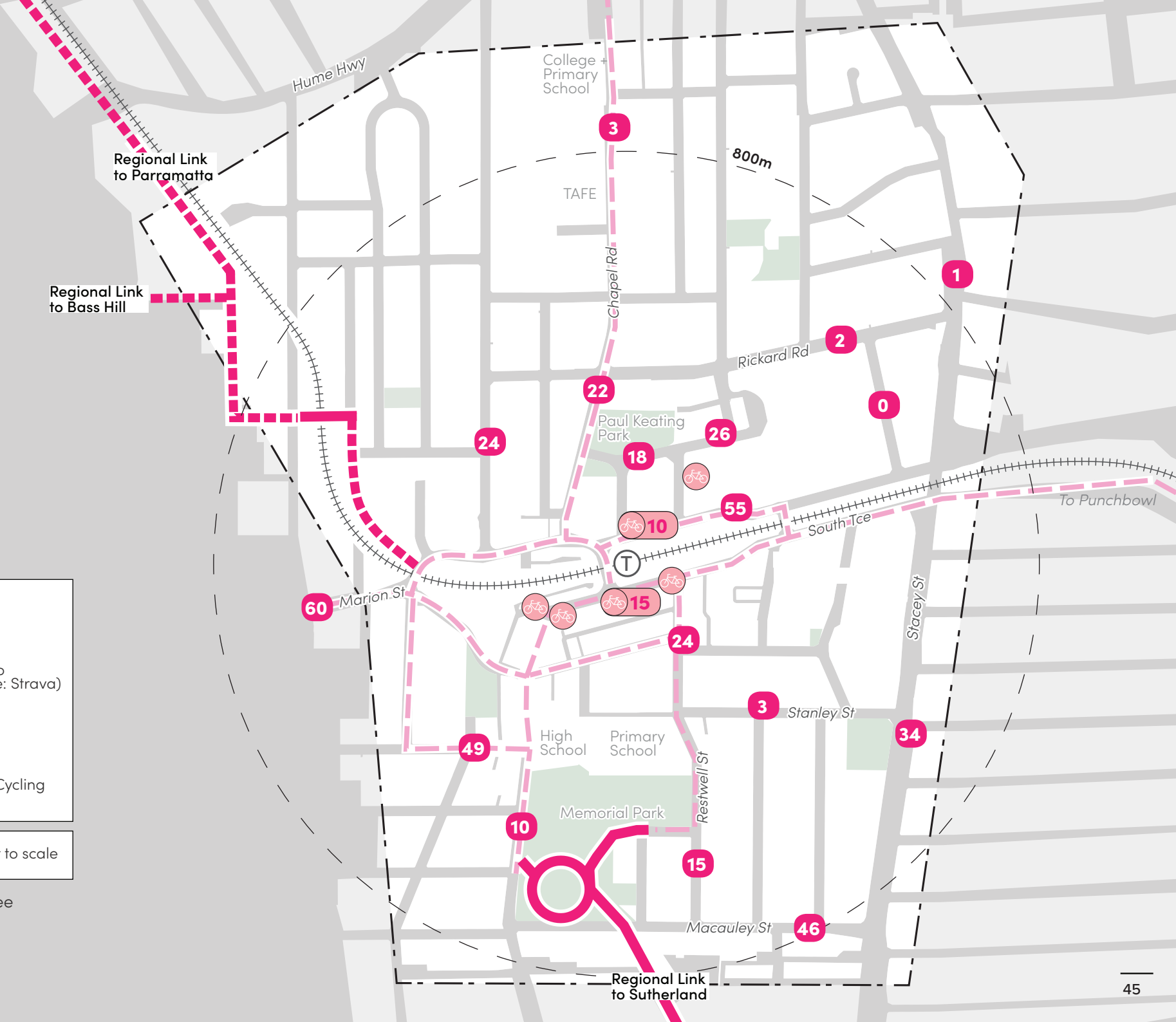
Cycling offers more than a **\$21 net benefit** to the Australian economy every time a person cycles 20 minutes to work and back.

Source: Policy Statement by Deputy Prime Minister Anthony Albanese, 2013

Existing Cycling Network



*For complete analysis, see Appendix A



03

PUBLIC TRANSPORT



KEY ISSUE Buses navigate quirky geometry to service 2 interchanges / layover areas



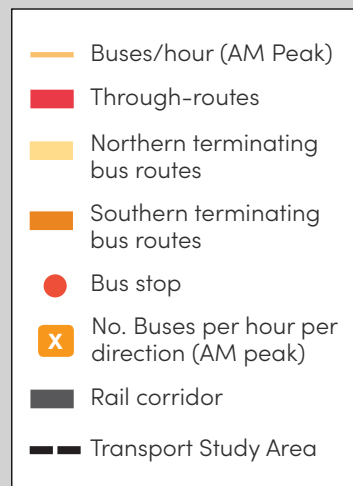
KEY OPPORTUNITY

With 30% more bus passengers expected by 2036, a more efficient service is desirable. Improve efficiency of or eliminate duplicated services, stream-line bus operations to improve service times.

there are **18,000** DAILY RAIL USERS
and **15,000** DAILY BUS USERS

58 BUSES / HOUR move across City Plaza Bridge

Existing Transport Network

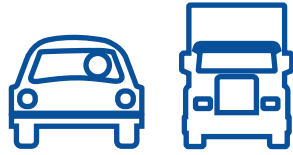


not to scale

For complete analysis, see Appendix A



03 TRAFFIC



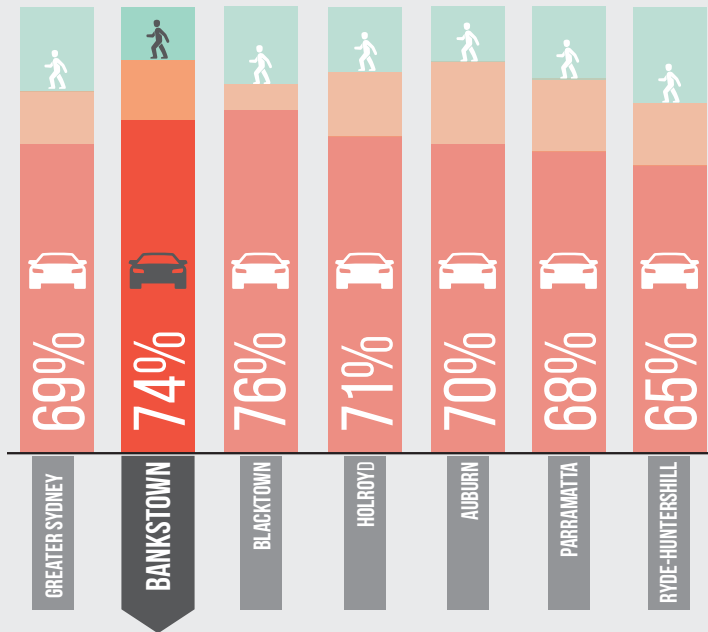
KEY ISSUE Above average car use than regional peers; rat running through CBD

- Private Vehicle
- Public Transport (bus + train)
- Walk Only

Mode split across different centres.
Source: Household Transit Surveys (TfNSW, 2016)

76% of people think vehicle speeds should be reduced*

* survey respondents who answered 'very important' or of 'medium importance'



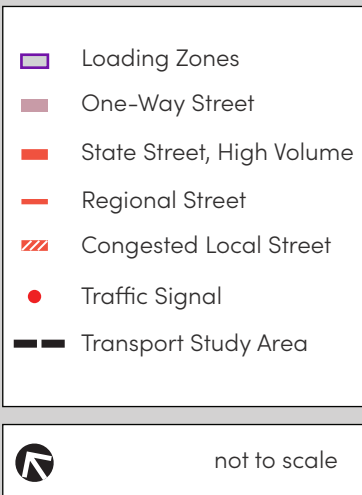
KEY OPPORTUNITY

Promote existing regional and state streets as a ring road to carry future traffic volume increases; reconsider one-way streets in the CBD to redirect traffic and avoid rat running behaviour.

DID YOU KNOW: **19% of** local households don't own vehicles

Source: Profile.id

Existing Traffic Network



For complete analysis, see Appendix A

Numbers taken from tube counts, and represent peak hour (both directions) during the day



03

PARKING



KEY ISSUE Large amount of un-regulated and free parking encourages more driving and congestion, and all-day commuter parking doesn't benefit the businesses.



in 2016-17, the City lost **\$1.0M** in revenue in carpark maintenance across the LGA

Source: City of Canterbury Bankstown Annual Report 2016-17

100% of Council parking is free and **50%** has no time restriction



KEY OPPORTUNITY

Use Smart Parking technology to use existing parking spaces more efficiently and introduce more time limits to cater for shoppers and visitors rather than commuters.

Council off-street parking comparison

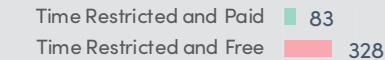
BANKSTOWN CBD: 1666 TOTAL



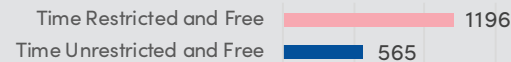
LIVERPOOL CBD: 2,035 TOTAL



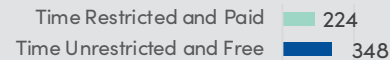
HORNSBY CBD: 411 TOTAL



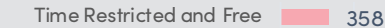
BLACKTOWN CBD: 1,761 TOTAL



KOGARAH CBD: 572 TOTAL



HURSTVILLE CBD: 358 TOTAL



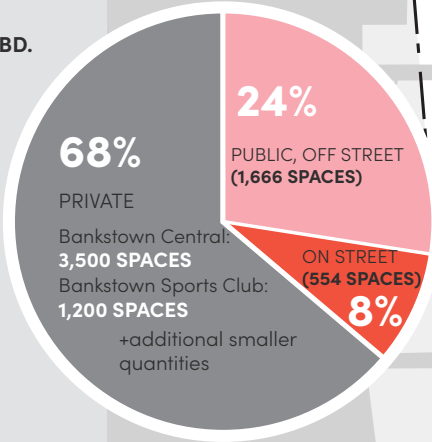
CHATSWOOD CBD:

No Council owned / operated car parks in the CBD.
Private parking available

Pedestrian Study Area

not to scale

For complete analysis, see
Appendix A



MOBILITY TECHNOLOGIES



KEY ISSUE New transport technologies are coming and can take-off quickly

The CBD currently has...

0 GOGET OR CAR NEXT
DOOR PODS

2 PUBLIC ELECTRIC CAR
CHARGING STATIONS

0 REAL-TIME PARKING/
WAYFINDING INFORMATION

1 ON-DEMAND BUS TO
NEARBY HOSPITAL

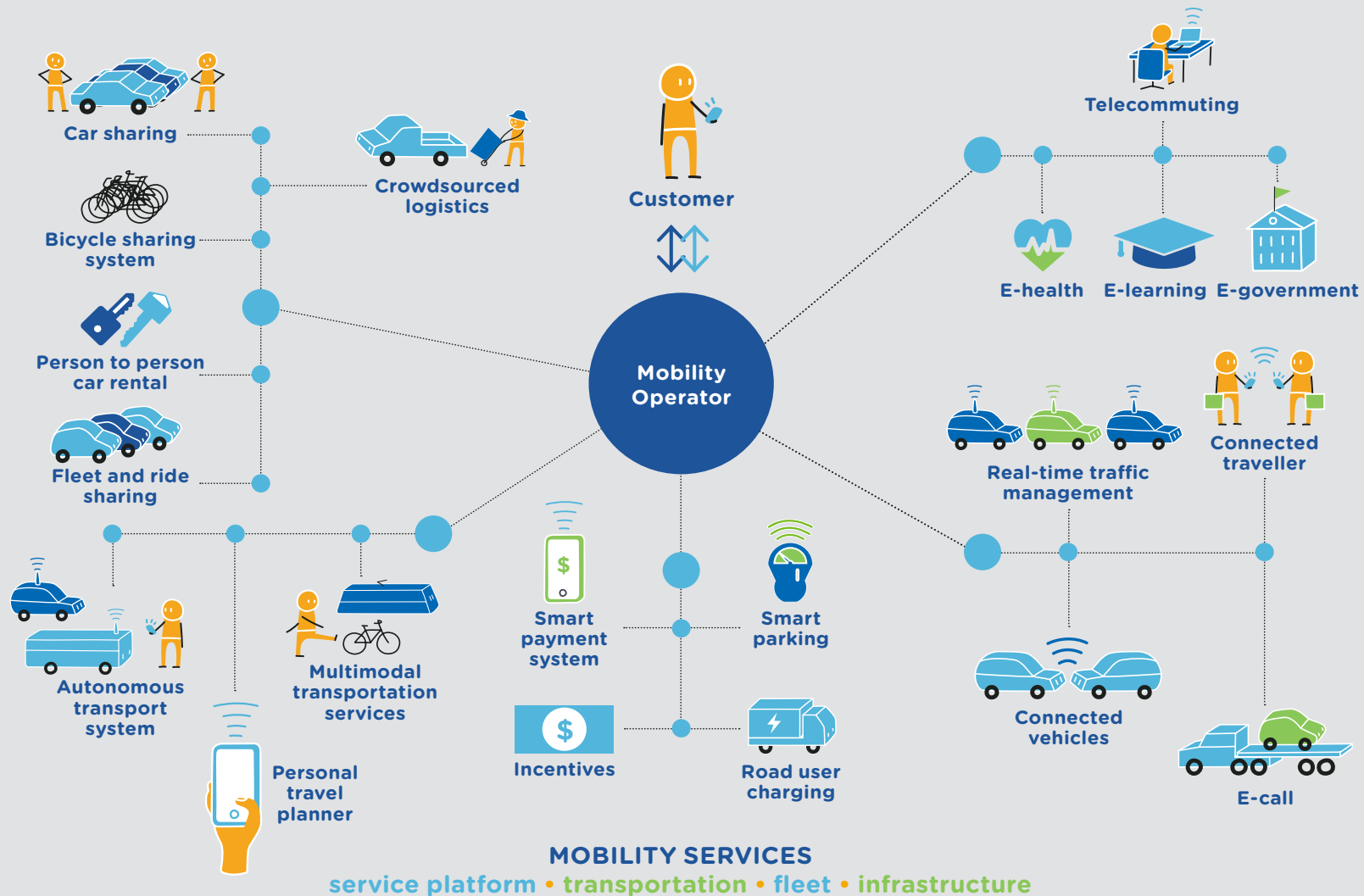


KEY OPPORTUNITY

Smart technologies can make it easier to get around, find parking and make better use of existing infrastructure.

Future Potential Decision Making Structure

Mobility as a service (MAAS)



Source: TfNSW

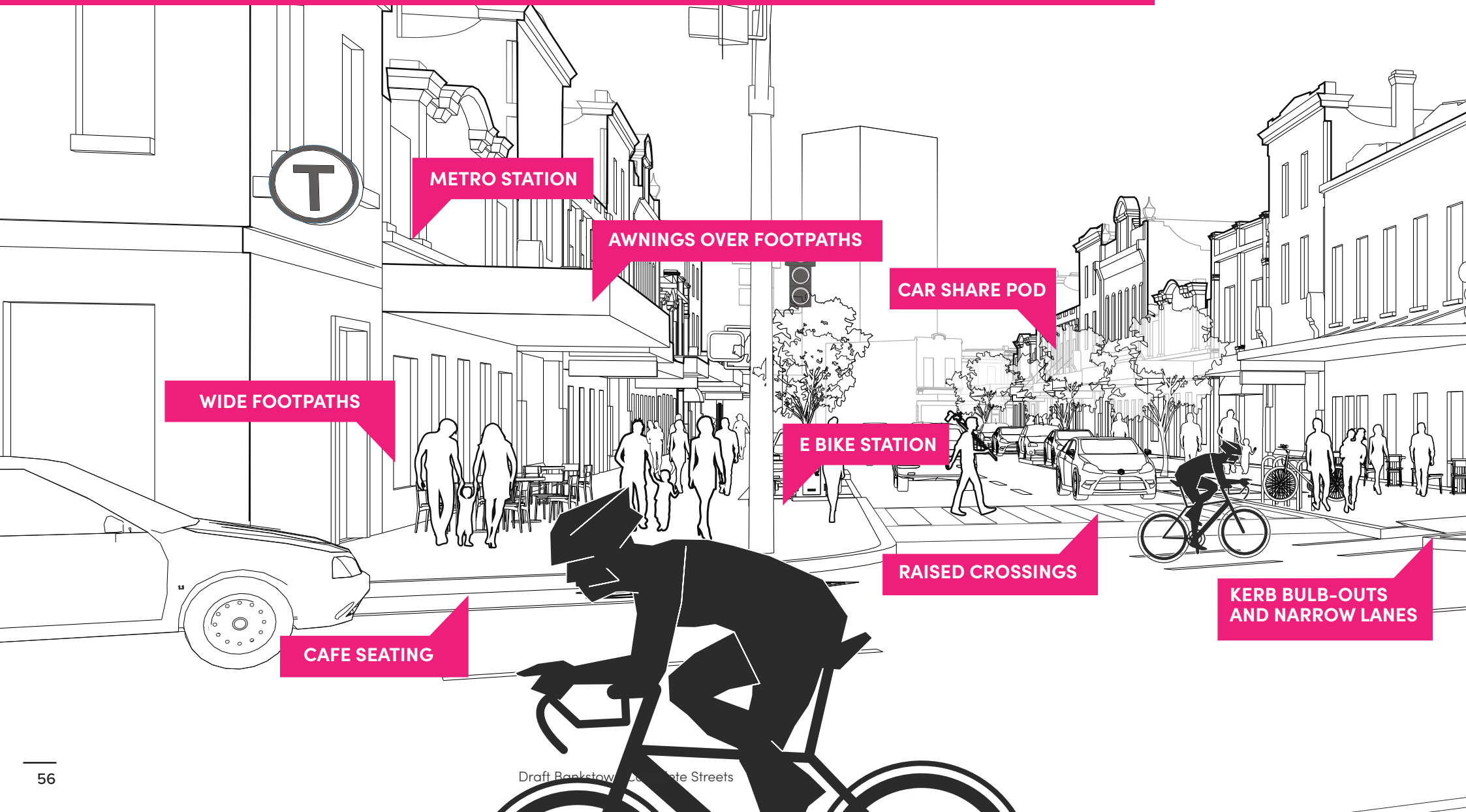
04

INTRODUCING COMPLETE STREETS





INTRODUCING COMPLETE STREETS



METRO STATION

AWNINGS OVER FOOTPATHS

CAR SHARE POD

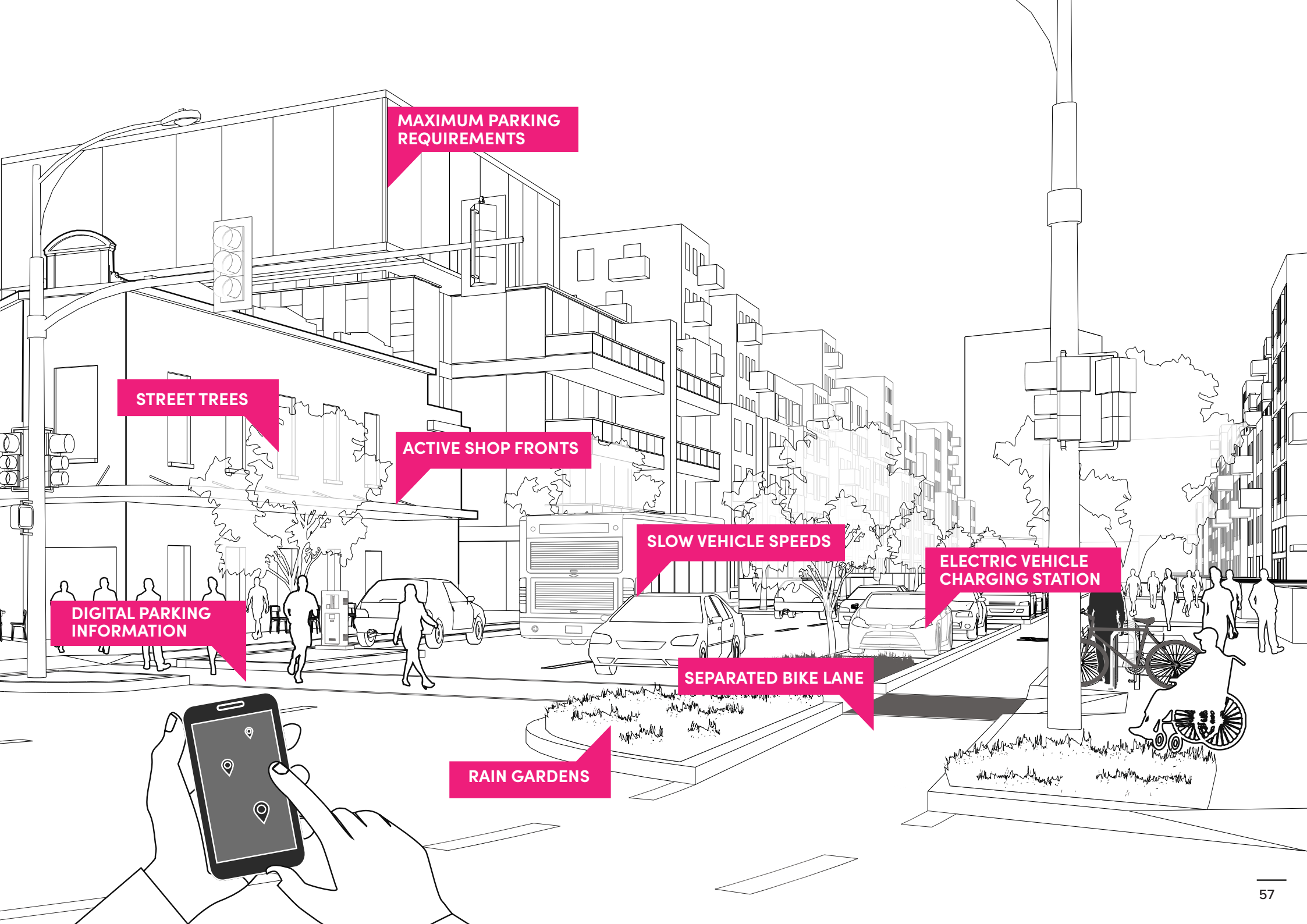
WIDE FOOTPATHS

E BIKE STATION

RAISED CROSSINGS

KERB BULB-OUTS
AND NARROW LANES

CAFE SEATING



MAXIMUM PARKING
REQUIREMENTS

STREET TREES

ACTIVE SHOP FRONTS

SLOW VEHICLE SPEEDS

ELECTRIC VEHICLE
CHARGING STATION

DIGITAL PARKING
INFORMATION

SEPARATED BIKE LANE

RAIN GARDENS

04

KEY IDEAS

complete streets **DESIGN FOR ALL USERS**



CONSIDER THE NEEDS OF ALL
AGES, BACKGROUNDS AND ABILITIES

Car-free streets allow children and adults alike to play safely in **Tirana, Albania**, a city which also allows young people to take part in decision making

complete streets **DESIGN FOR ALL MODES**



INTEGRATE ALL ACTIVE, PUBLIC
AND PRIVATE TRANSPORT OPTIONS

The car-dominated **Ninth Avenue, NYC** was transformed from 4 to 3 lanes with dedicated turn bays, shorter pedestrian crossings, and protected bicycle facilities

complete streets **DESIGN FOR ALL FUNCTIONS**



PLAN FOR STAYING, MOVING, SOCIALISING,
EXPLORING AND MORE

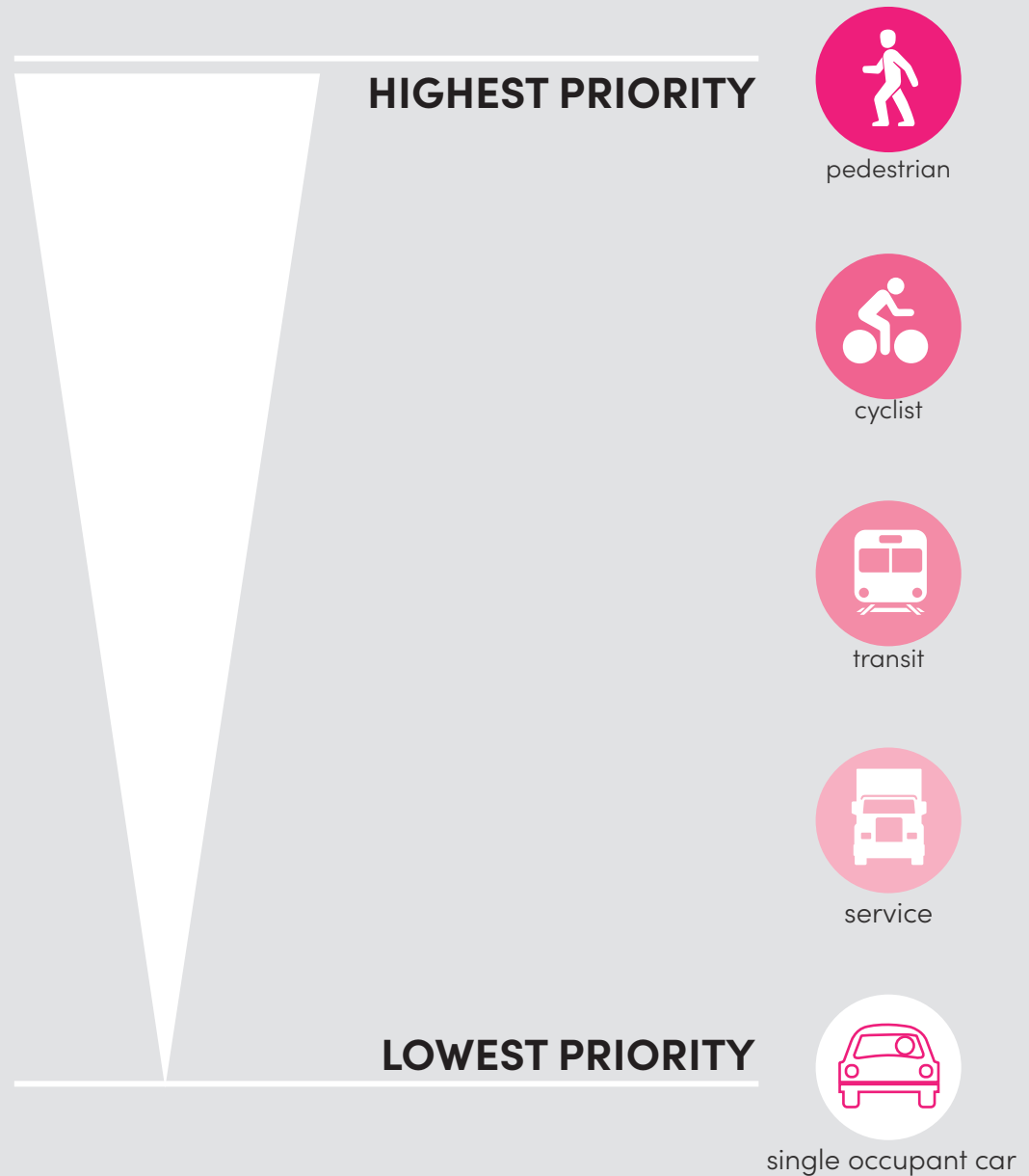
Underutilised parking bays were given new life as a community corner with landscaping, lighting and public art at **Mary Street Piazza, Perth**

complete streets
**PRIORITISE
PEOPLE**



**ENSURE SAFETY, SPACE AND
RIGHT-OF-WAY FOR PEOPLE FIRST**

A bus rerouting strategy in Downtown **Buenos Aires** allowed 100 blocks to become pedestrian-priority zones, with increased street trading and night-time activity



BEST PRACTICE MODAL HIERARCHY, NACTO

04

KEY BENEFITS

SAFER STREETS



**SAFER FOR PEDESTRIANS,
CYCLISTS AND MOTORISTS**

5% risk of pedestrian deaths
on 32km/h streets

compared to:

45% on 48km/h streets

85% on 64km/h streets

SOURCE: UK DEPT OF TRANSPORT

BETTER ACCESS



**BETTER ACCESS AND WAYFINDING TO KEY
DESTINATIONS AND PARKING**

Improvements to New Road in Brighton as a
shared space street resulted in:

62% more pedestrians and

200% more lingering activities

SOURCE: GEHLPEOPLE.COM

MORE ATTRACTIVE



**HIGH QUALITY FOOTPATHS, FURNITURE
AND LANDSCAPING THROUGHOUT THE CBD**

Expanding the iconic Union Square North
with a pedestrian plaza and simplified
intersection resulted in:

49% fewer commercial vacancies and

74% of users prefer the new
configuration

SOURCE: NYCDOT: 'MEASURING THE STREET'

BETTER FOR BUSINESS



MORE PEDESTRIAN ACTIVITY AND IMPROVED CITY IMAGE BENEFITS BUSINESSES

Pedestrians spend as much as **65%** more than drivers

and

Cycling and walking are estimated to provide up to **\$11.80 return** per \$1 invested.

SOURCE: 'CITIES ALIVE: TOWARDS A WALKING WORLD', ARUP

GREENER



MORE TREES AND SHADE, COOLER STREETS, REDUCED CARBON EMISSIONS

Improved trees, transit and cycling/walking infrastructure in Portland resulted in:

12.5% per capita CO2 reductions
as well as annual carbon savings of **\$28-70 Million** and cooler temperatures under trees by **11-25 °C**

SOURCE: SMART GROWTH AMERICA

HEALTHIER



MORE ACTIVE TRANSPORT, REDUCED OBESITY, IMPROVED MENTAL HEALTH

15 mins of walking per day reduces risk of:

mental health issues and early death by **45%**

and childhood obesity by **50%**

SOURCE: EUROPEAN SOCIETY OF CARDIOLOGY, 2016
AND UNIVERSITY OF BRISTOL, 2007

04

STREET GEOMETRY

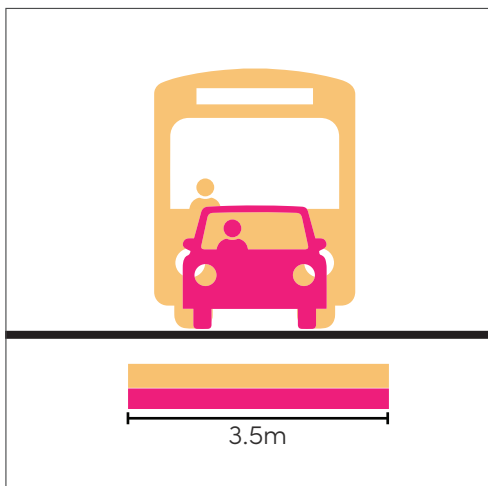
A key component of Complete Streets is re-balancing the design of the street for all users. To do this, the road lanes in the CBD should be the minimum required width which has the effect of slowing traffic speeds and the surplus space converted to wider paths, landscape zones and narrower crossings.

Corners should be designed with the minimum kerb radius possible to slow the speed of turning vehicles, provide more space for pedestrians and reduce the width of crossings. This can be achieved with kerb bulb-outs which extend the kerb and footpath width and provide space for landscaping, rain gardens and street furniture.

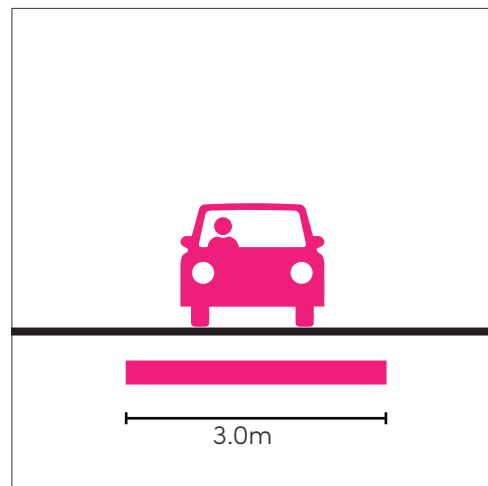
A target of 3-6m has been applied to kerb radii in the CBD, whilst ensuring that larger vehicles are able to maneuver where necessary. Slip lanes should not be used in CBD environments as they permit higher speed turning and pose a higher risk to pedestrian safety.

Recommended minimum lane widths

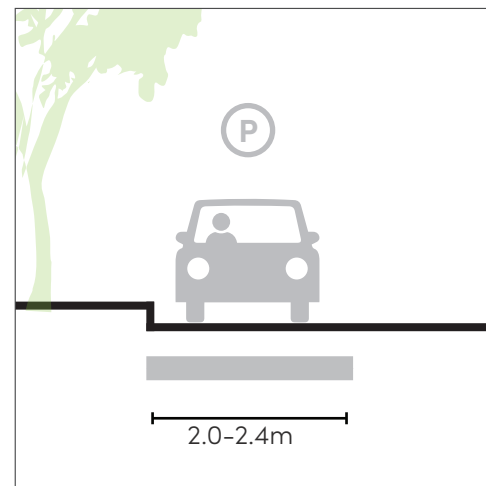
Source: National Association of City Transport Officials (2016)
'Global Street Design Guide'



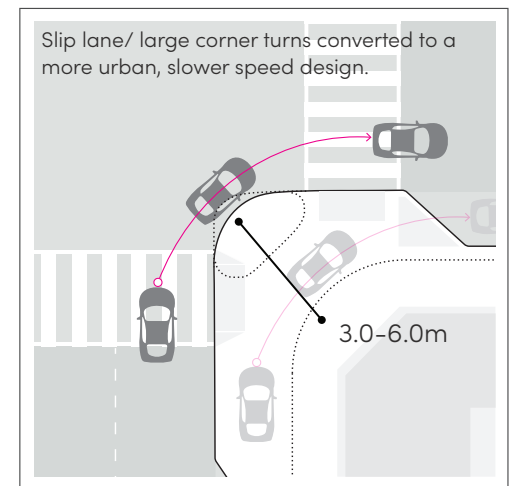
Mixed traffic lanes



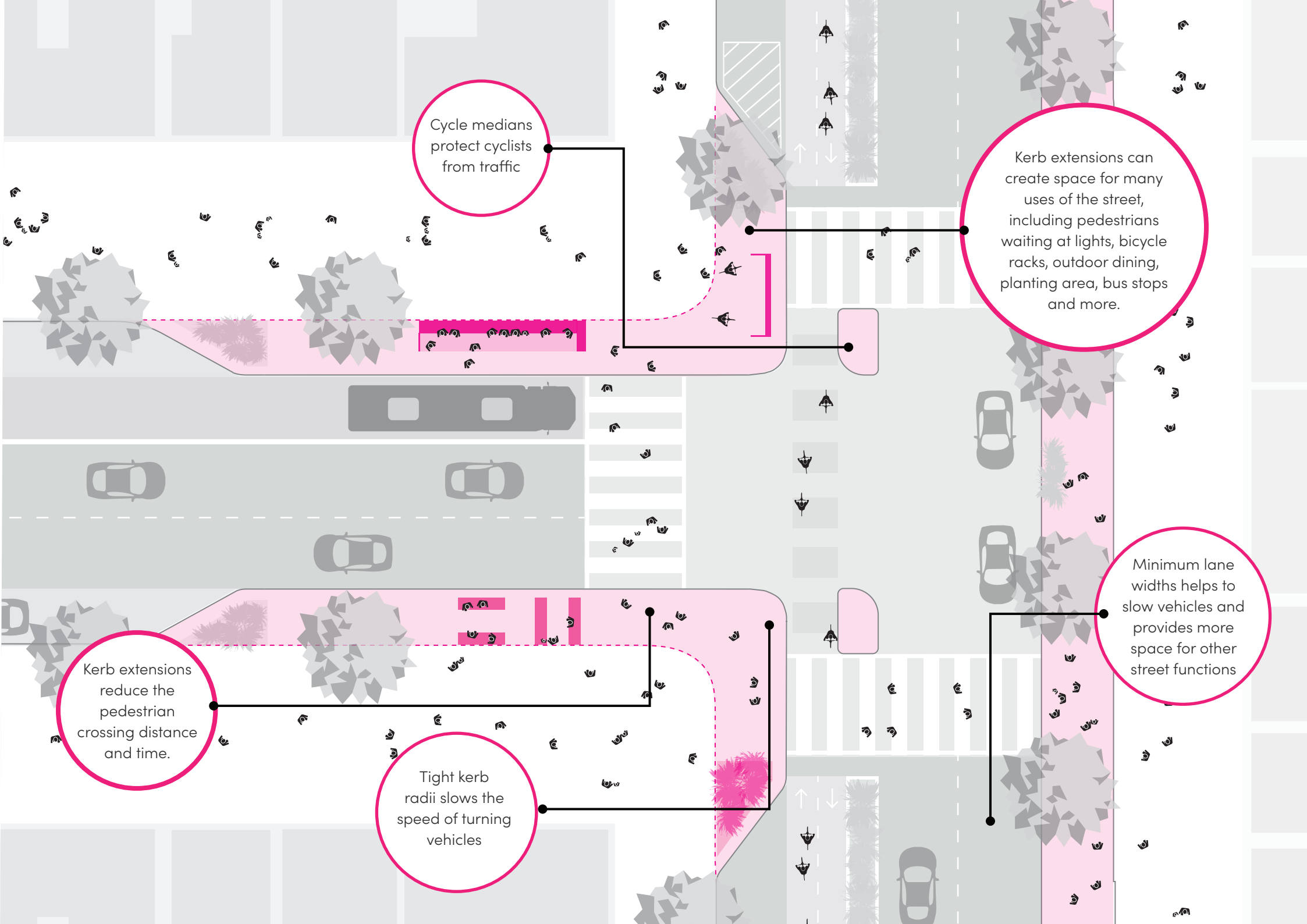
Standard traffic lanes



On-street parking lanes



Kerb radii



Cycle medians protect cyclists from traffic

Kerb extensions can create space for many uses of the street, including pedestrians waiting at lights, bicycle racks, outdoor dining, planting area, bus stops and more.

Kerb extensions reduce the pedestrian crossing distance and time.

Tight kerb radii slows the speed of turning vehicles

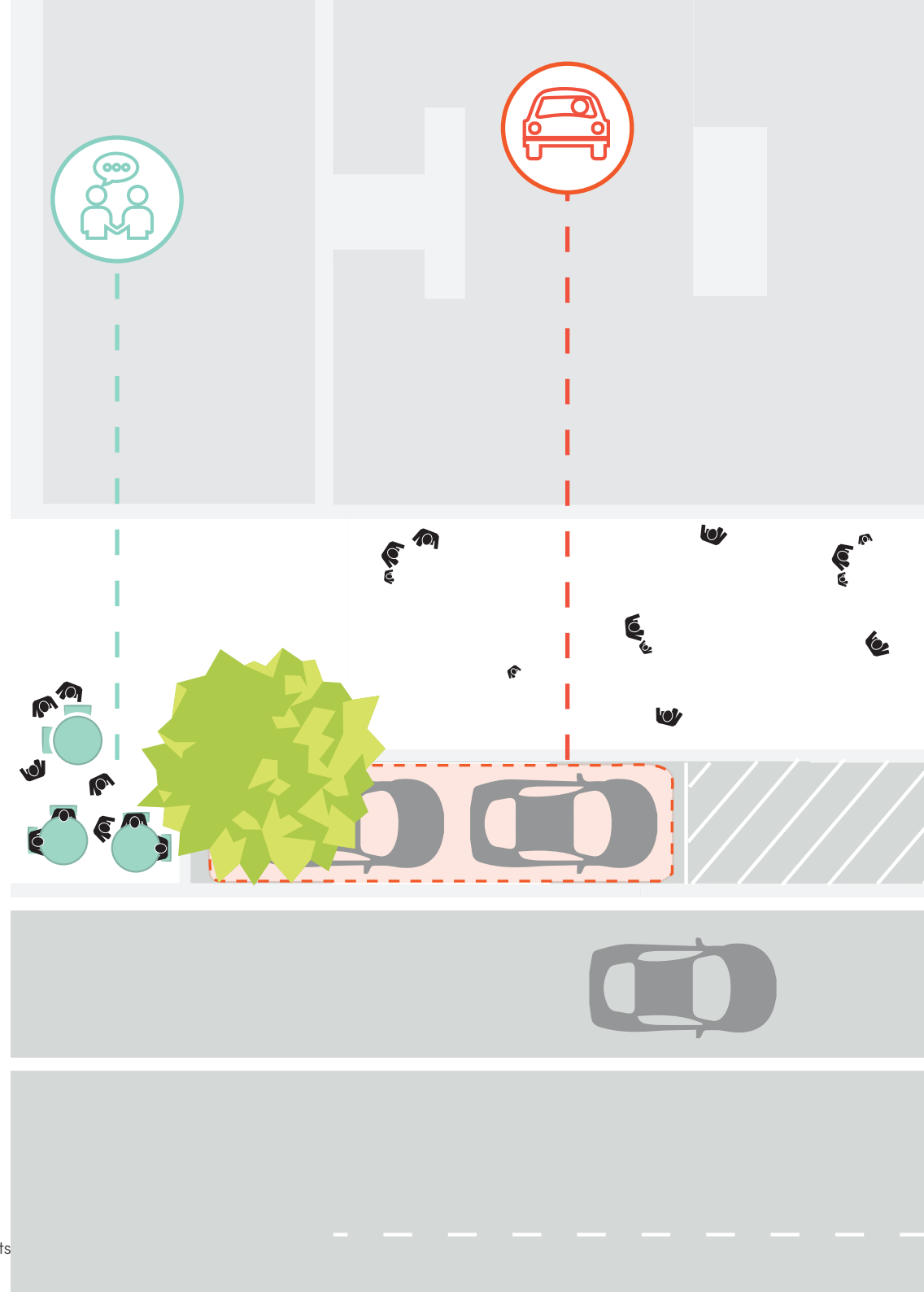
Minimum lane widths helps to slow vehicles and provides more space for other street functions

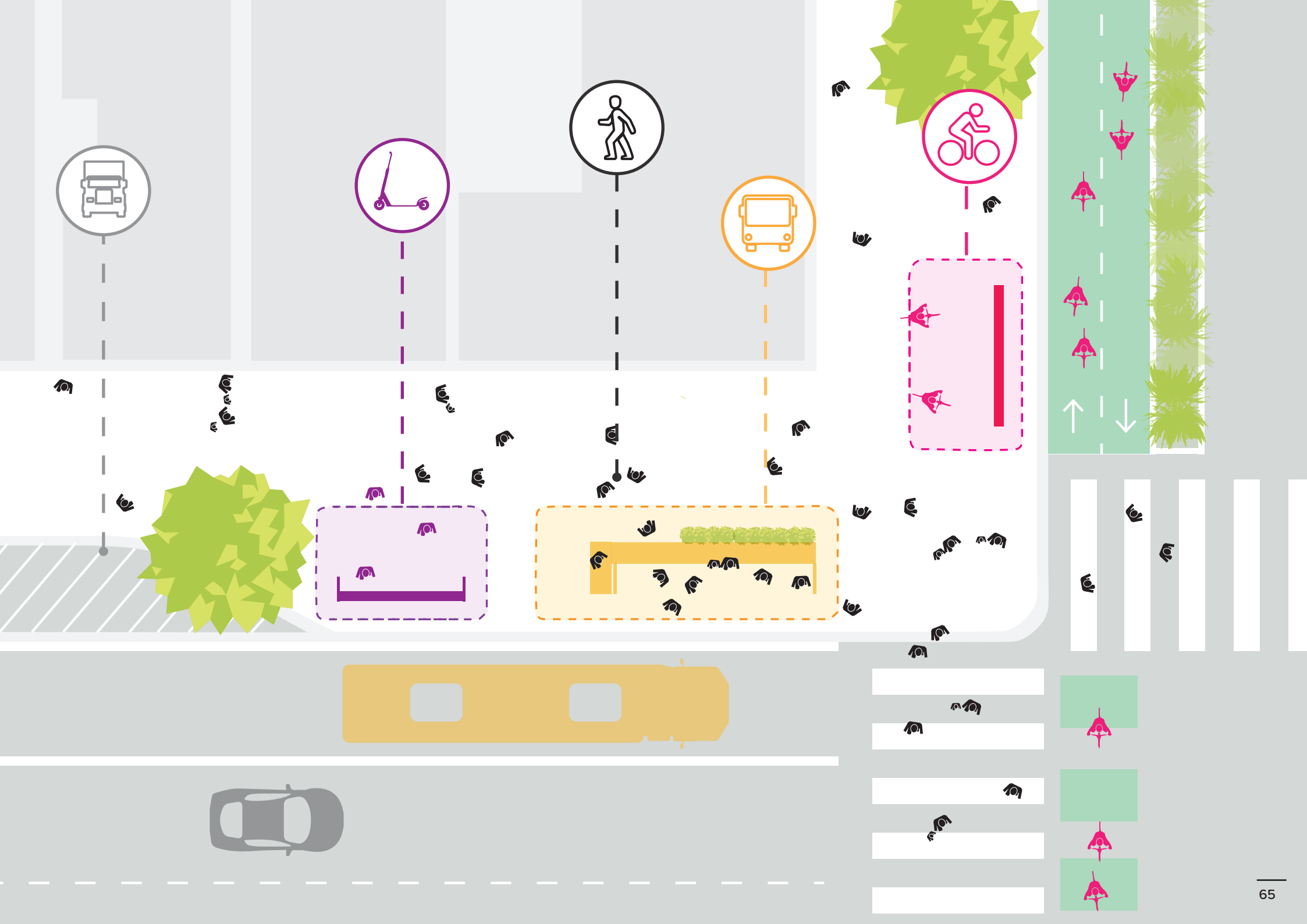
04 AT THE KERB

The kerbside has always been a place for walking and lingering. However, in modern city centres the demand for kerb space has dramatically increased from many different users and activities. These uses include regular parking spaces, drop-off/pick up by ride services, bus stops, loading zones, car-share spaces, scooter and bike share spaces, electric vehicle charging, outdoor dining, public seating, trees and landscaping, signage, bins and lighting.

With so much pressure put on the kerb in cities, its design and future flexibility is critical to a successful complete streets network. That means ensuring it can be shared and be utilised for a variety of functions and for multiple modes and user groups.

In the next 5 years, demand for kerb space will only increase. With eScooters and autonomous vehicles coming to city streets soon, implementing future-focused kerb design today is critical.





04 STREET TYPOLOGIES

The following street typologies demonstrate the principles of Complete Streets in different contexts. These street types are used in the Master Plan in Chapter 6 and provide a guide for the Concept Designs in Chapter 7.



Pedestrian + Cycle Only Links

- Pedestrian and cycle only



Shared Zones

- Flexible with pedestrian focus
- Traffic calming and safe design
- 10km/hr design speed





Transit Streets

- Bus and pedestrian priority
- Major bus routes



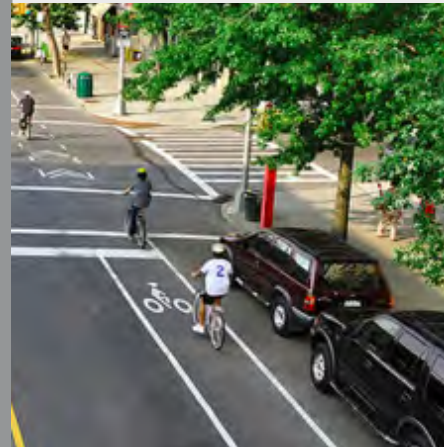
Neighbourhood Streets

- Serves local residents
- Local bus routes
- 30km/hr design speed



Neighbourhood Street + Cycle Lanes

- Serves local trips and bicycle trips
- 30km/hr design speed



Ring Road

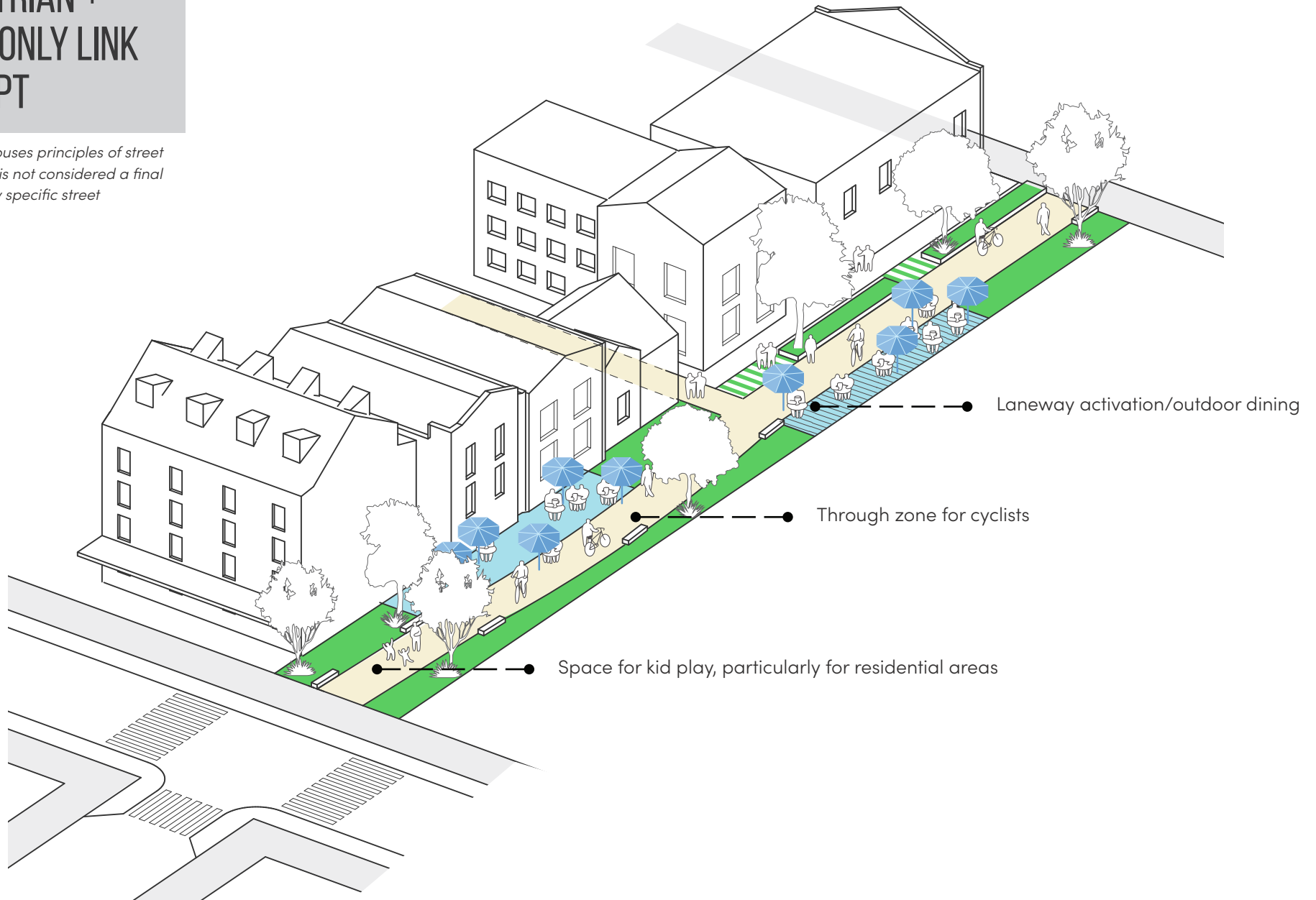
- Primarily serves 'movement' function
- Entry gateways to the CBD





PEDESTRIAN + CYCLE ONLY LINK CONCEPT

Diagram espouses principles of street typology and is not considered a final design for any specific street





SHARED ZONE CONCEPT

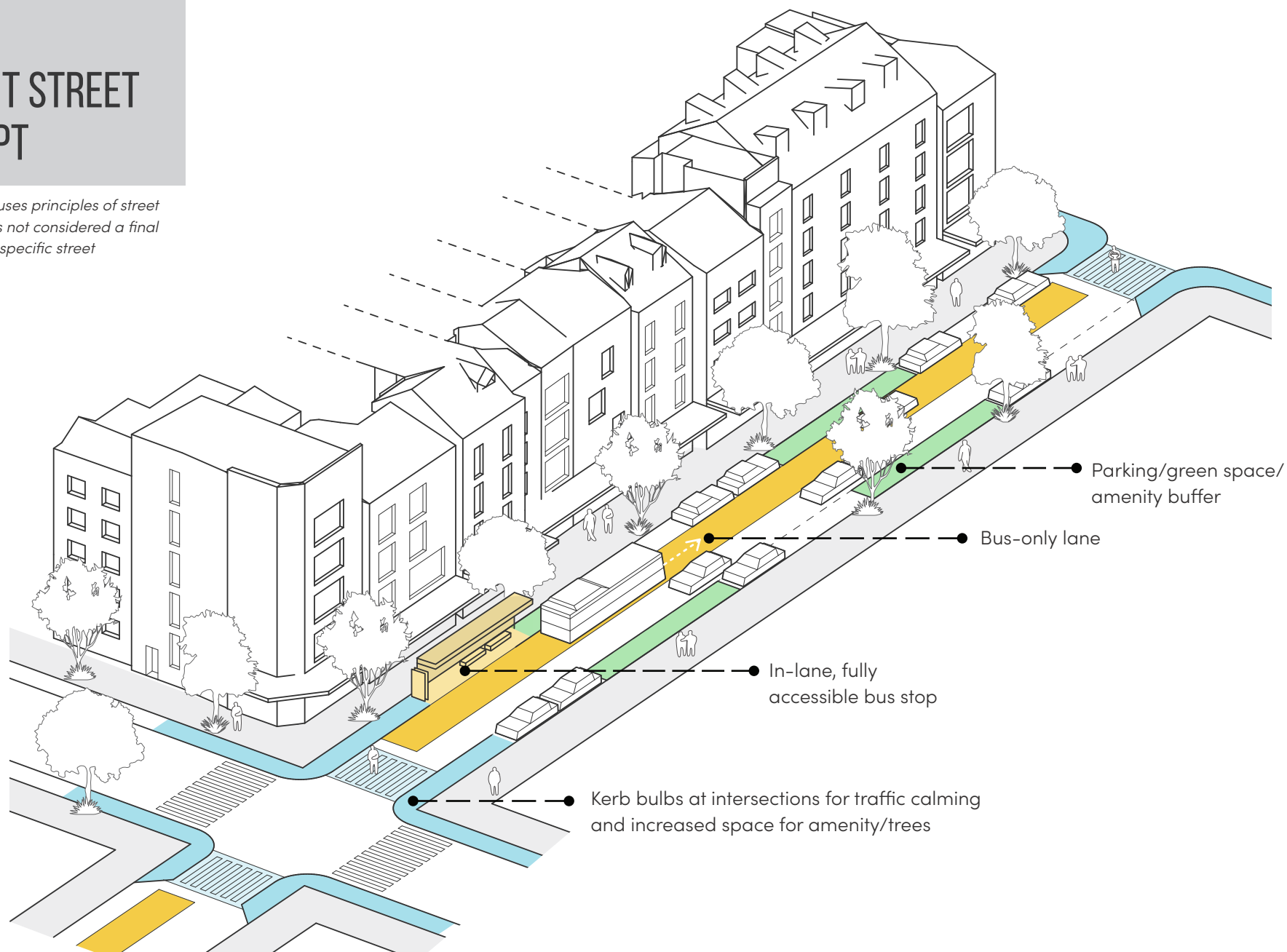
Diagram espouses principles of street typology and is not considered a final design for any specific street





TRANSIT STREET CONCEPT

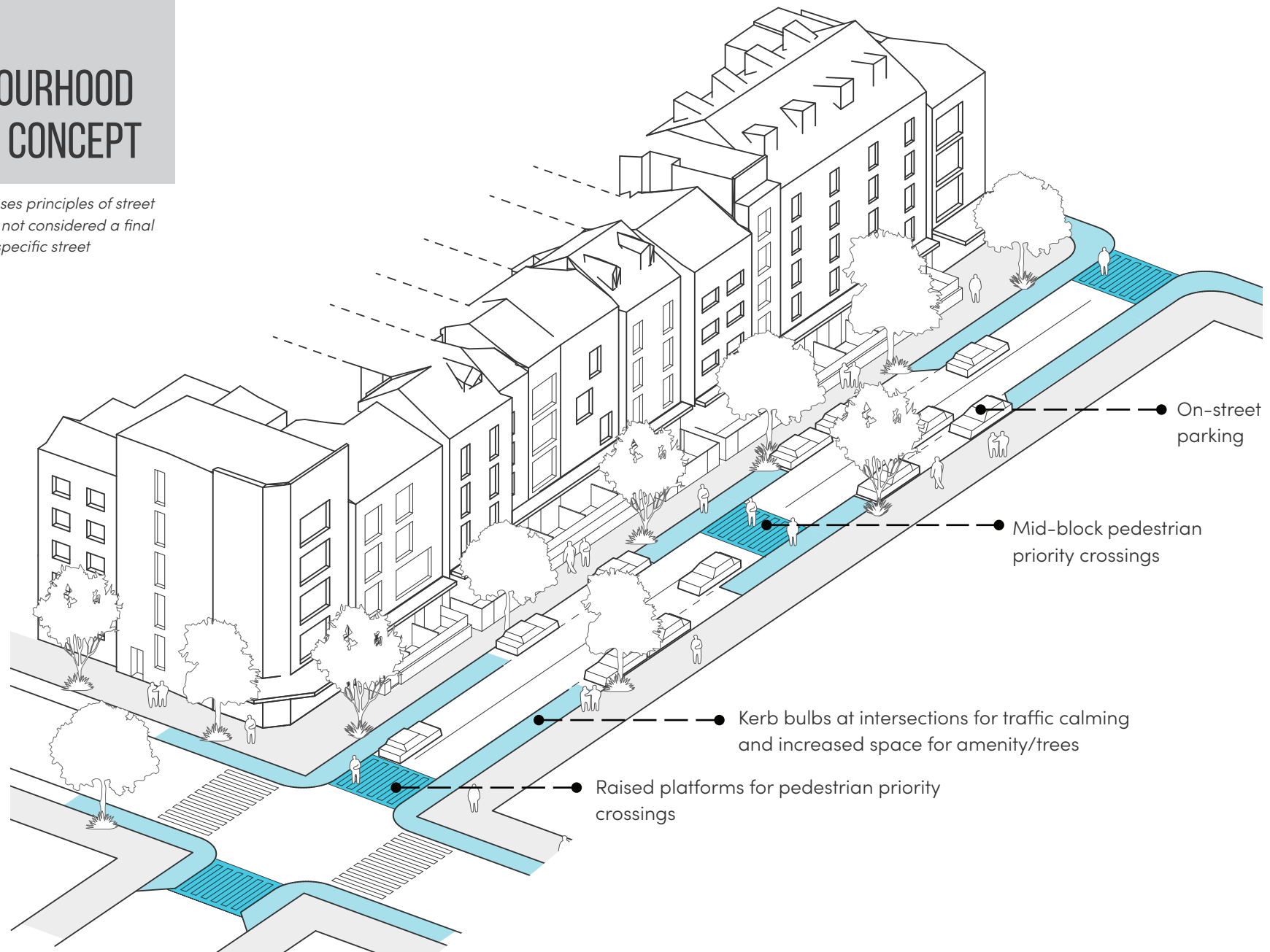
*Diagram espouses principles of street
typology and is not considered a final
design for any specific street*





NEIGHBOURHOOD STREET CONCEPT

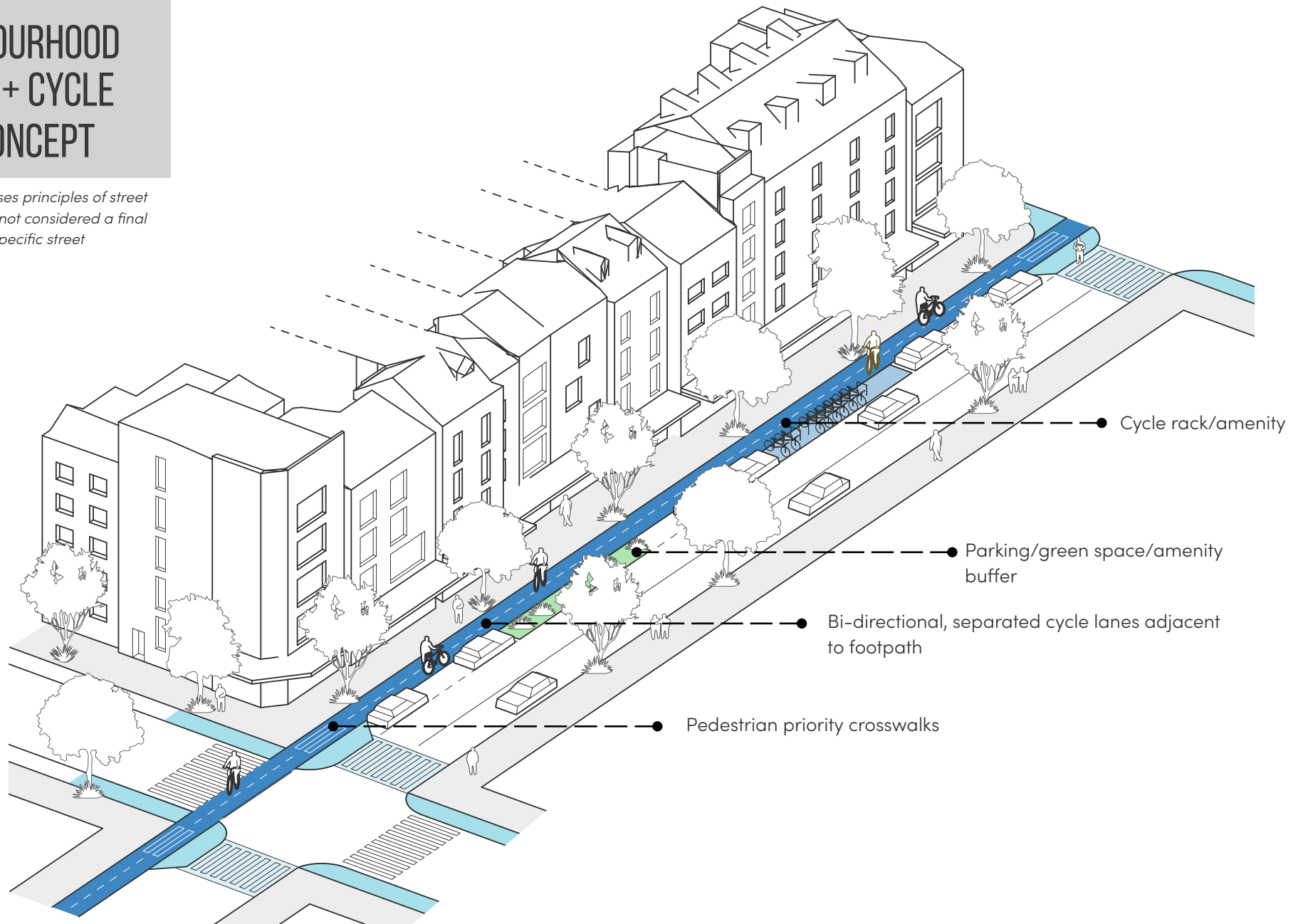
*Diagram espouses principles of street
typology and is not considered a final
design for any specific street*





NEIGHBOURHOOD STREET + CYCLE LANE CONCEPT

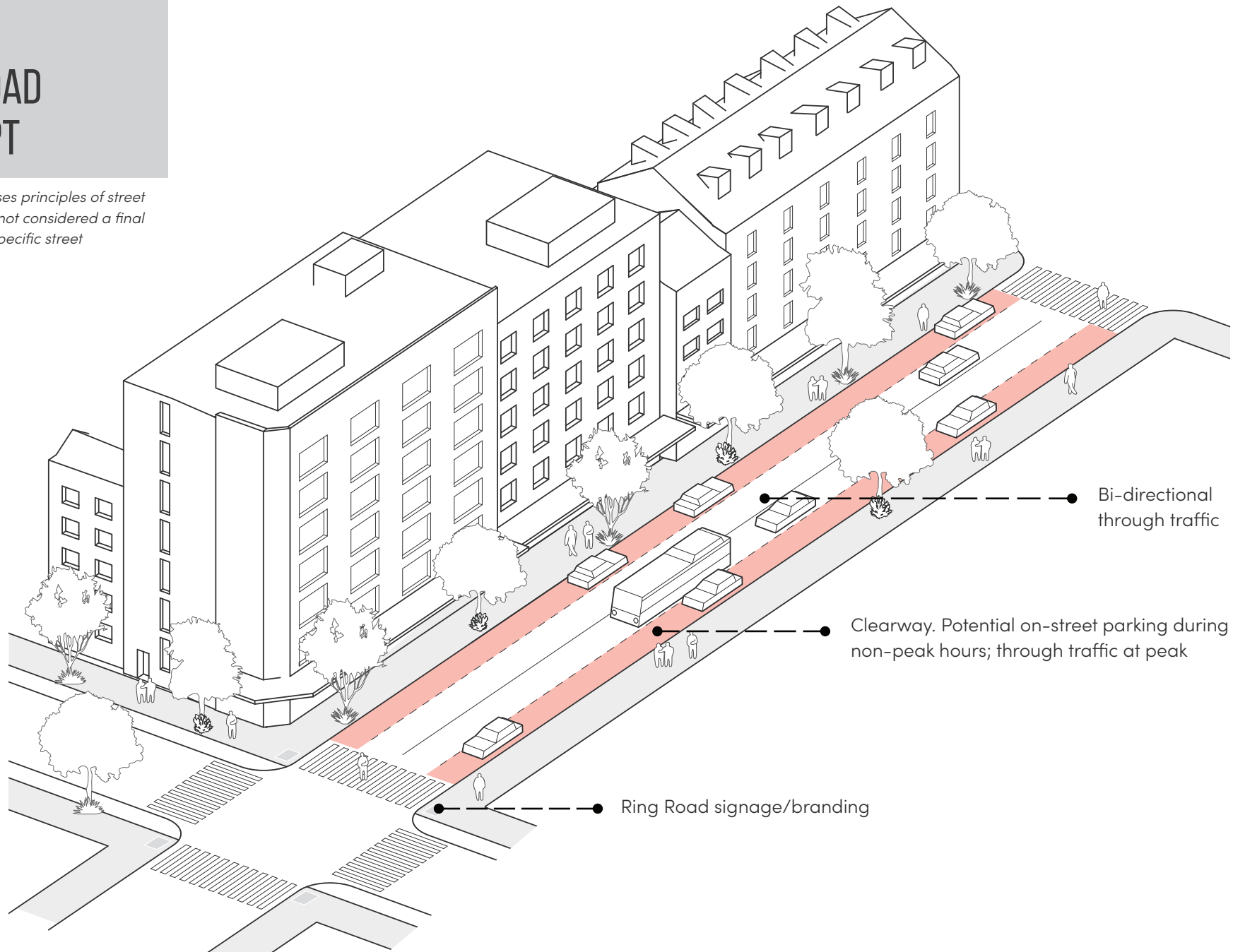
*Diagram espouses principles of street
typology and is not considered a final
design for any specific street*





RING ROAD CONCEPT

*Diagram espouses principles of street
typology and is not considered a final
design for any specific street*



05

VISION, PRINCIPLES + STRATEGIES

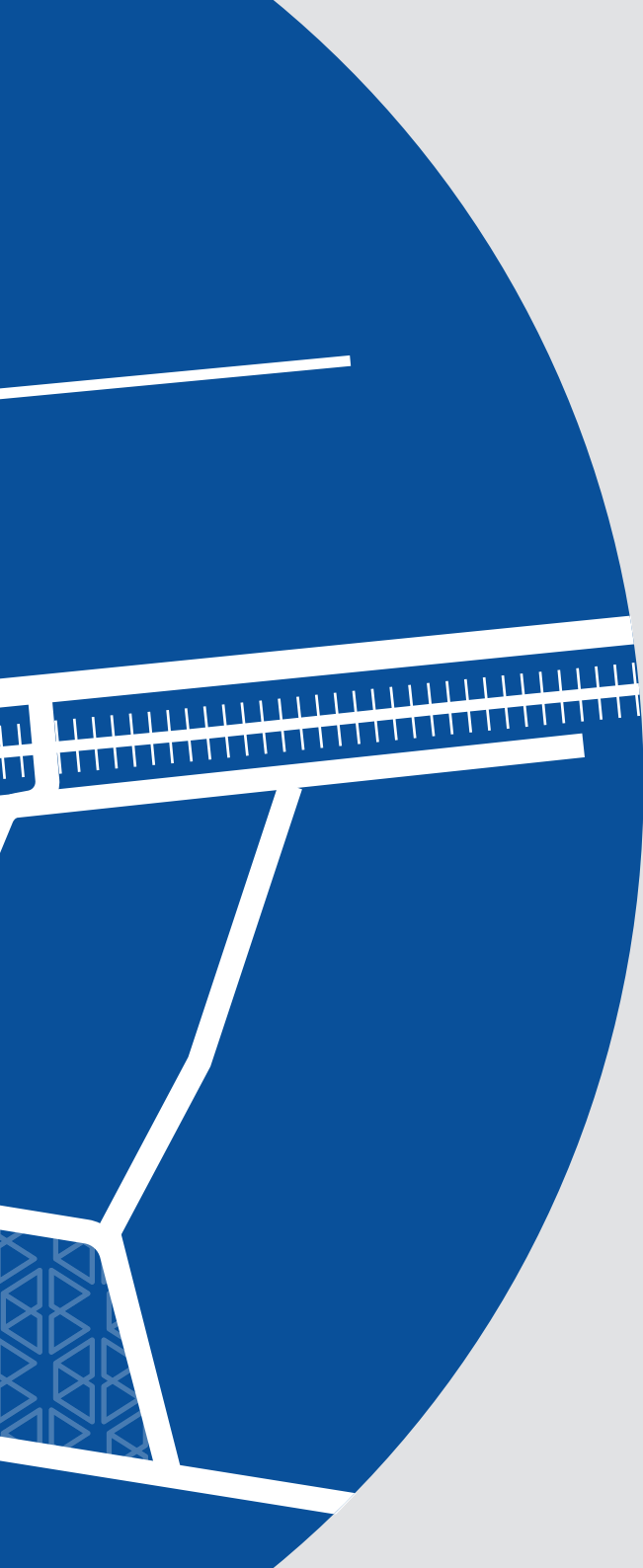




05

A
VISION
FOR THE
FUTURE





BANKSTOWN CBD IS A **DESIRABLE DESTINATION**
TO LIVE, WORK AND VISIT, FAMOUS FOR ITS CULTURAL
DIVERSITY AND WALKABLE STREETS
BUSTLING WITH LIFE.

WHETHER BY FOOT, BIKE, BUS, TRAIN OR CAR IT IS
EASY TO GET INTO AND AROUND THE CITY CENTRE
SAFELY AND CONVENIENTLY.

BANKSTOWN IS A LEADER IN SMART DESIGN
AND IS A CELEBRATED EXAMPLE OF TOWN CENTRE
TRANSFORMATION THAT HAS RETAINED ITS
DISTINCTIVE QUALITIES.

KEY ASPIRATIONS FOR 2036

The key aspirations guide sustainable growth and set targets in order to achieve the vision.

100%

OF CBD FOOTPATH PAVEMENTS UPGRADED TO COMPLY WITH THE STANDARDS

set out in the Public Domain Technical Manual
by 2036.

10%

REDUCTION IN BUS SERVICE DELAYS

to get people to where they
need to be faster.

MORE CONNECTED BIKE LANES THROUGH THE CBD

to facilitate healthier, active
transport trips.

60%

OF TOTAL TRIPS BY CAR, DOWN FROM 74% TODAY

based on Vancouver's similar success in the last 20
years of achieving 50% split between car travel and
sustainable transit. Bankstown aims to go from 74%
of trips completed by car now to 60% by 2036.

This will help to manage future congestion
and provide more pedestrian amenity.

ZERO

TRAFFIC DEATHS

through adoption of narrow
lane widths, and design
for 30km/h to improve
pedestrian and cyclist
safety.

+50%

STREET TREE CANOPY

through urban greenery, which creates shade,
cooling people and streets on hot summer days.
Urban tree canopy is championed in GANSW's
'Greener Places.'

30%

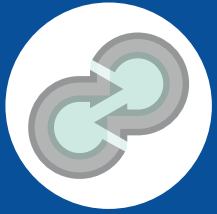
MORE SPACE FOR PEOPLE

within the existing street network, more
space can be utilised in more efficient ways
for outdoor dining, lingering, amenity and
activity in the streets.

GUIDING PRINCIPLES FOR EFFECTIVE CHANGE

The following 12 principles reflect the desired outcomes of the local community, workshops with Council, local businesses and stakeholders and transport officials.

Together, they guide all strategies, the Master Plan, Concept Designs and future actions within the remaining sections of this document. They are an important set of criteria to ensure future decisions align to achieve the vision and aspirations of Complete Streets.



1 Integrated transport planning + city design

Adopt an approach where transport decisions also enhance the image, livability, street life, safety and walkability of the CBD.



2 People First

Prioritise pedestrians first, then cyclists, then public transport, then service vehicles, then private vehicles, in order to enhance mobility and ensure a balanced transport system.



3 Vibrant + Great for Business

Design streets to enhance commerce in Bankstown and maximise street life both day and night.



4 Efficient

Utilise street space as efficiently as possible to optimise space for other functions such as footpaths, outdoor dining and landscaping.





5 Safe Streets

Ensure streets are safe for all users through slow design speed, traffic calming, safe crossings and separated lanes.



6 Green

Promote sustainable low-energy transport modes and incorporate trees, landscaping and water-sensitive drainage.



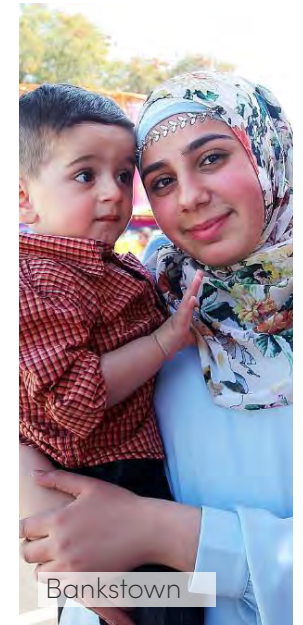
7 Smart + Future Focused

Design streets which are flexible and adaptive to technological change.



8 Equitable

Accommodate all ages, abilities, genders and incomes.





9 Design Excellence

Promote high-quality streets and open spaces which enhance the identity of Bankstown.



Kensington St, Sydney



10 Culturally Proud

Celebrate the diversity and cultural identity of Bankstown's residents and businesses.



Saigon Place, Bankstown



11 Evidence-based Decision Making

Address congestion by reducing unnecessary vehicle trips and improving the attraction of all transport modes.



12 Clean + Maintained

Ensure streets and open spaces are well-kept and are pleasant places to experience.



05

STRATEGIES

10 Strategies, Guided by the 12 Principles

The following pages summarise the 10 strategies to implement a Complete Streets vision for Bankstown. Each strategy addresses key issues and opportunities currently facing the streets of Bankstown which were identified in the Chapter 3.

Each strategy includes ‘inspiration’ best practice imagery to illustrate how it could be realised in Bankstown. The strategies build to form a cohesive Master Plan that promote outcomes from both a place and movement perspective.

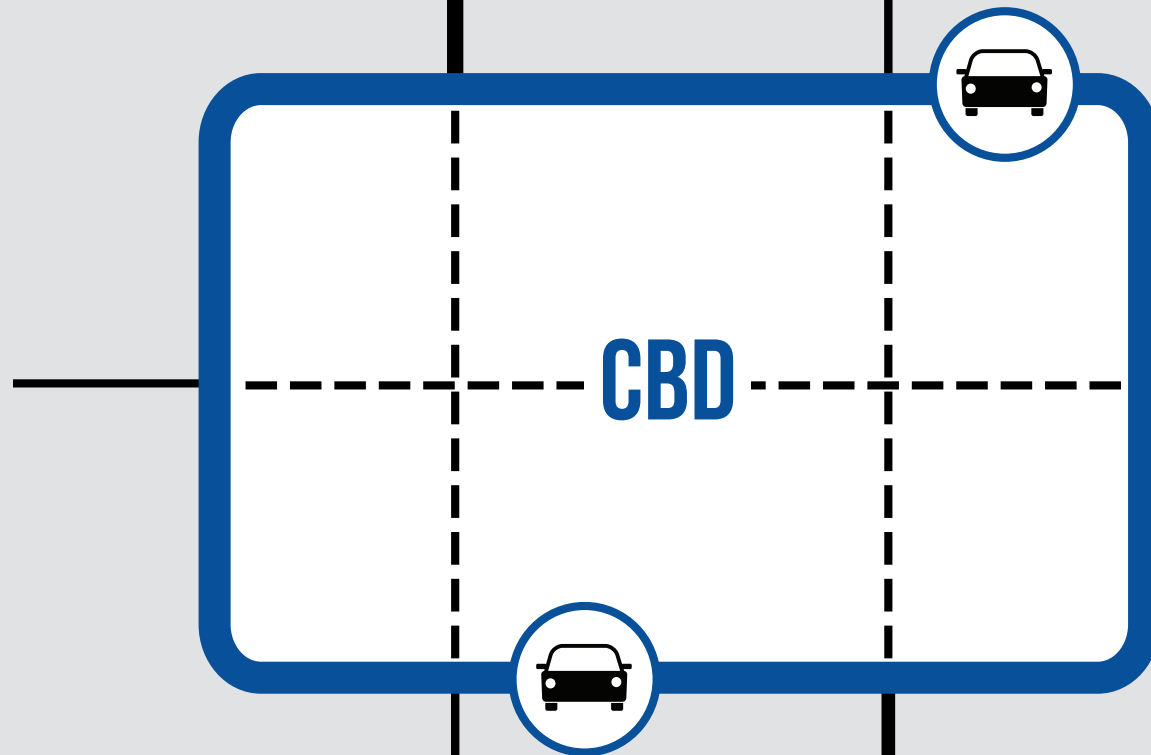
- A** RING ROAD STRATEGY
- B** PARKING RELOCATION STRATEGY
- C** SMART TECHNOLOGY STRATEGY
- D** TRANSIT INTERCHANGE STRATEGY
- E** SLOW SPEED STRATEGY
- F** STREET AMENITY STRATEGY
- G** STREET ACTIVITY STRATEGY
- H** CONNECTED CYCLING STRATEGY
- I** CULTURAL TRAIL STRATEGY
- J** ACTIVITY SPINE STRATEGY

Integrated planning + design	People first	Vibrant + great for business	Efficient	Safe streets	Green	Smart + future focused	Equitable	Design excellence	Culturally proud	Evidence- based decision making	Clean and Maintained
											
1	2	3	4	5	6	7	8	9	10	11	12
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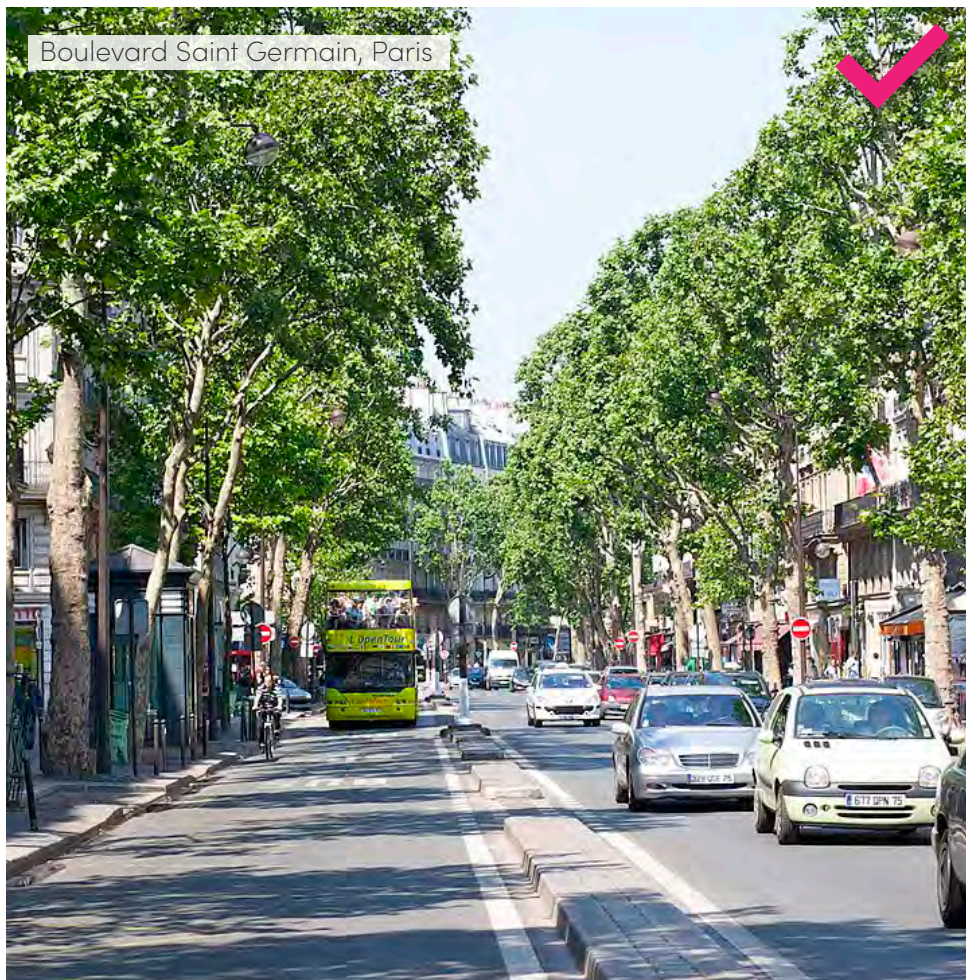
05 STRATEGY A



Enhance ring road
for good access to
edges and reduce
traffic through
CBD.



INSPIRATION FOR BANKSTOWN

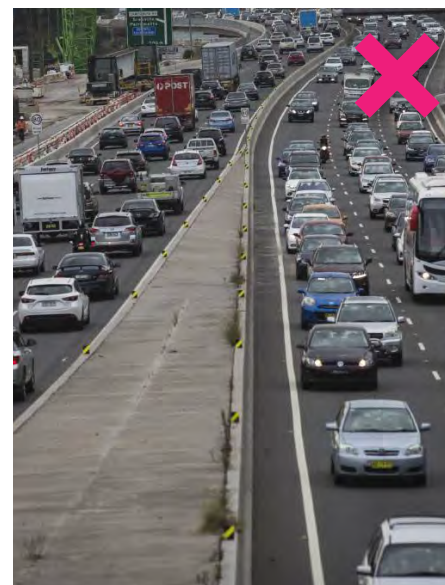


Boulevard Saint Germain, Paris

“A Boulevard, Not a Traffic Sewer”



9th Avenue, NYC



What issues and opportunities does this strategy address?

- Excessive traffic passing through the CBD increases congestion and noise, reduces the quality of place and impacts pedestrian safety.
- The creation of a free-flowing ring road around the edge of the CBD provides convenient access to the edges while reducing traffic pressure on inner CBD streets.
- Traffic modelling shows 20-30% of traffic could be shifted from the inner CBD streets to the ring road without impacting average speed (compared to ‘business as usual’).
- Shifting traffic to the ring road would enable the inner CBD streets to be re-designed as more appealing high activity zones.

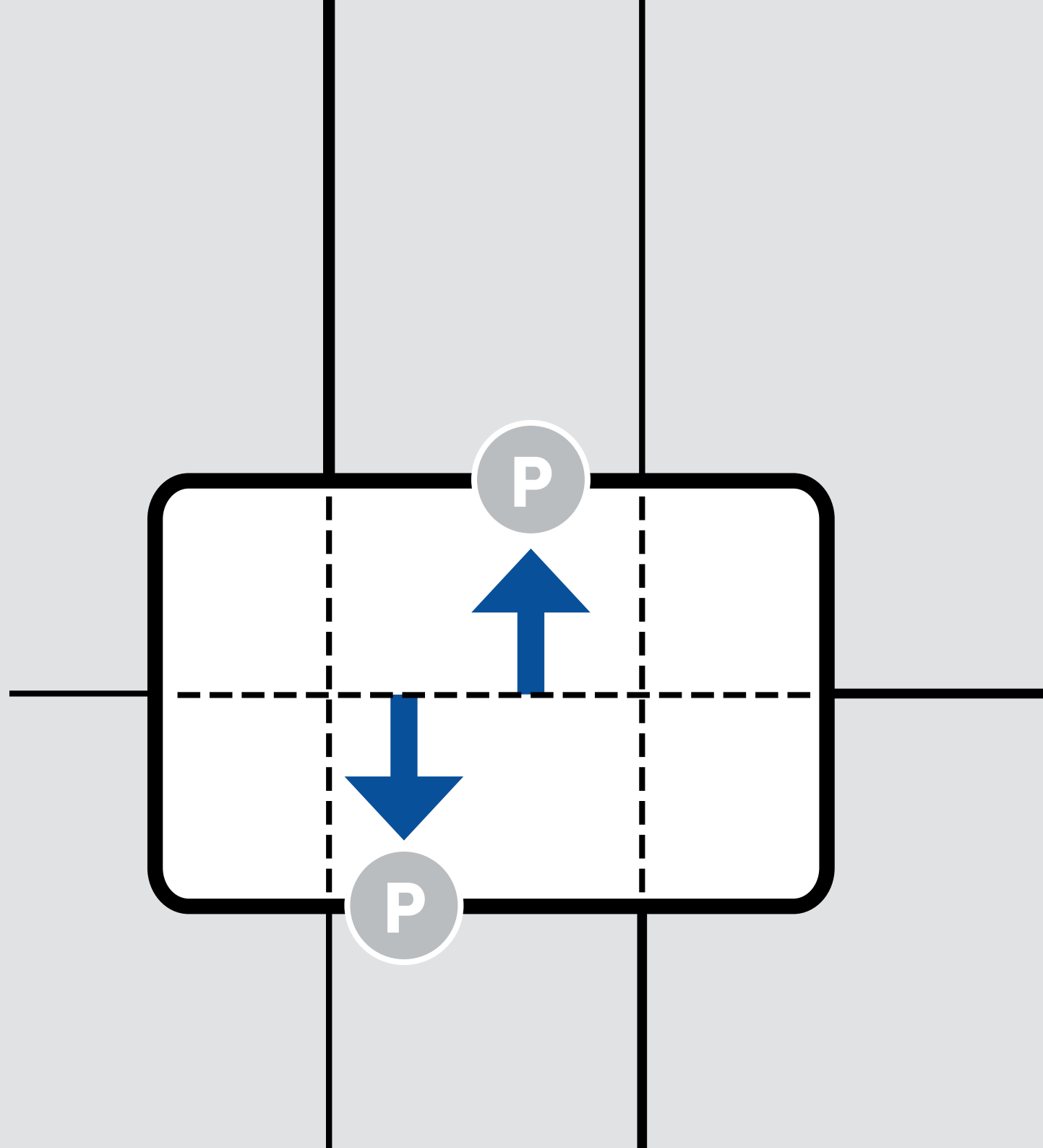
05

STRATEGY B

STRATEGY



Relocate public parking stations to the edge of the CBD along the ring road.



INSPIRATION FOR BANKSTOWN

University of Newcastle, NSW



Crows Nest Shopping Centre and Council Car Park



Penrith Panthers



“Greenfield Parade + West Terrace Carparks are at the end of their lifespan and need to be redeveloped”

What issues and opportunities does this strategy address?

- Parking brings traffic into the CBD which reduces amenity of the streets.
- Parking would be more easily accessed from the ring road.
- Unrestricted parking in many places promotes commuters to park in prime CBD location carparks and reduces parking available to shoppers and visitors to the CBD.
- Off-street parking complexes are an inefficient use of prime CBD land in their current format, with no employment/commercial uses, no street level activity and unattractive design.
- Car-parks dominate the inner CBD area, occupying 15% of the quirky ‘village’ area. Relocating public parking spaces of Greenfield Parade and West Terrace carparks to the ring road (eg. Marion St) brings the opportunity to redevelop those sites to higher and better uses befitting the centre.

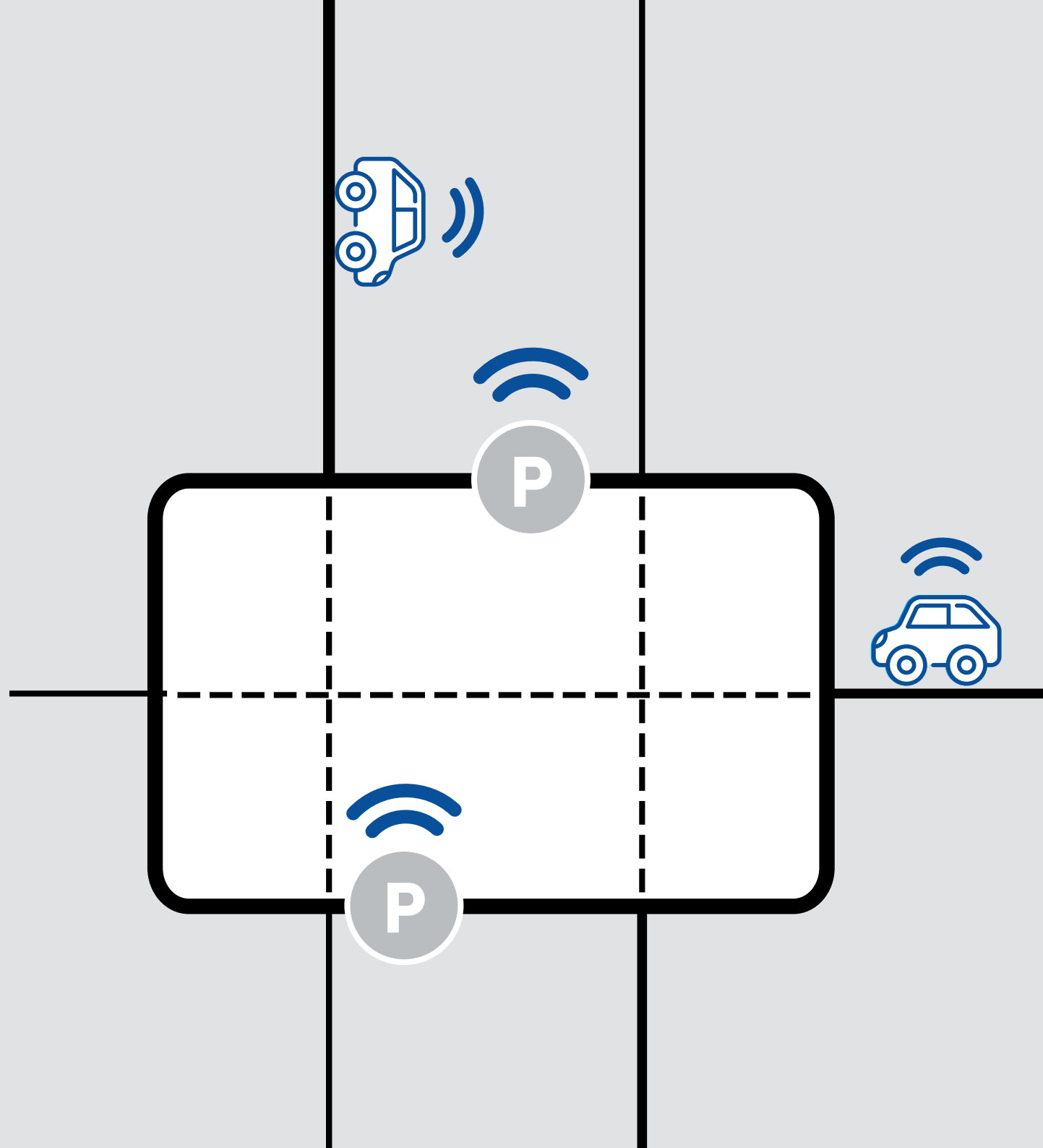
05

STRATEGY C

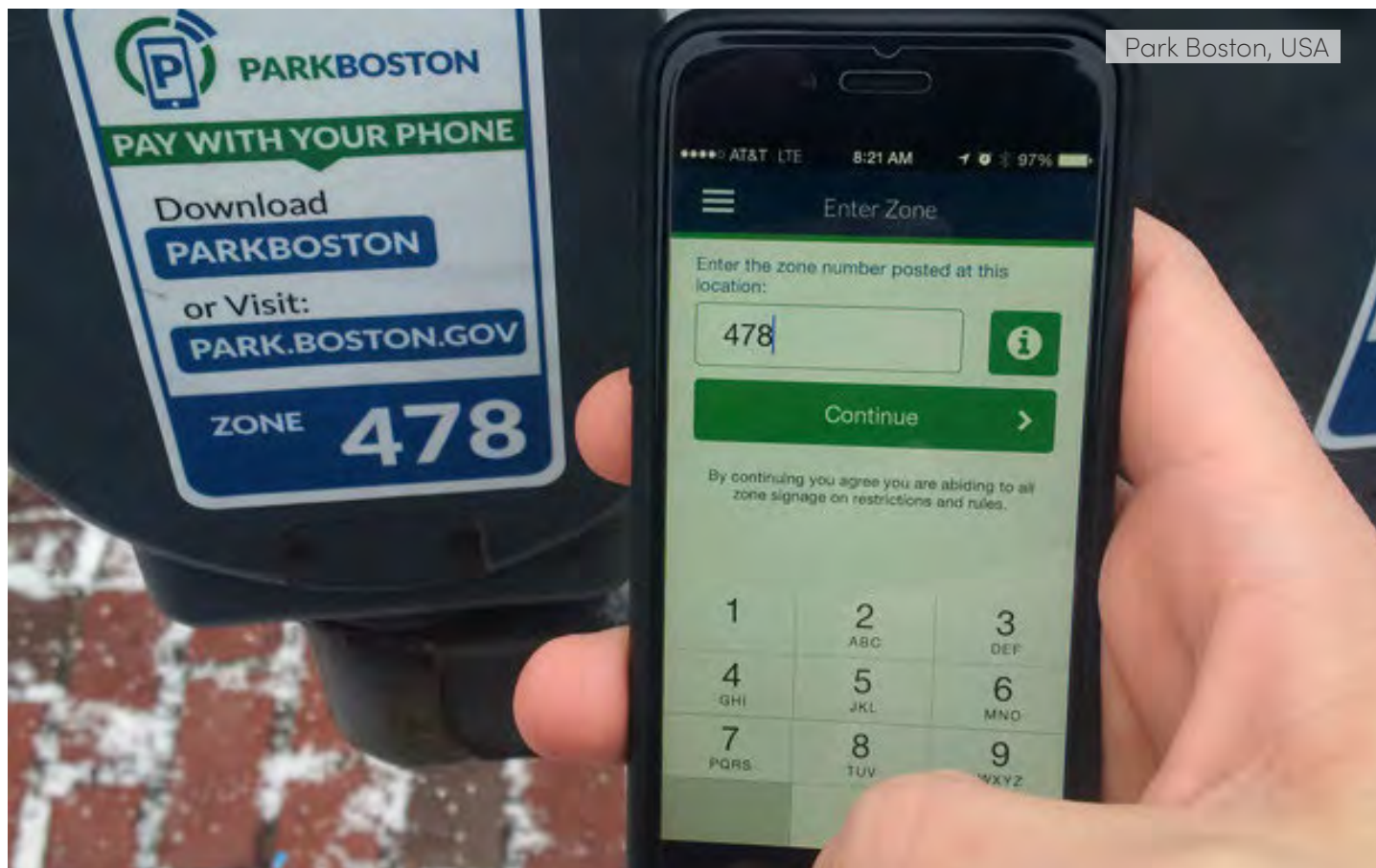
STRATEGY



Use smart technology to make parking more efficient and easy to find. Introduce more time restrictions to cater for shoppers over commuters. No net increase in public parking.



INSPIRATION FOR BANKSTOWN



Smart Parking meters in Boston have made it easier to find available car bays, simplify payment and enable users to check remaining time via smartphone. It also provides useful data for the City to better manage and enforce parking.

(Source: IPS Group).

What issues and opportunities does this strategy address?

- Council provides 100% unpaid and 50% unrestricted parking spaces, much more than most other Councils (refer to p.51).
- A large proportion of unrestricted parking spaces are occupied all-day, suggesting a significant proportion of commuter parking in Bankstown CBD. Opportunity to enforce time limits to encourage greater turnover for shoppers and visitors.
- Parking demand differs depending on the side of the rail station.
- Technologies such as car-sharing, ride services, real-time digital signage and apps to find and pay for parking exist now and are proven to be effective in managing parking.
- Opportunity to introduce more paid parking to address expenses (Bankstown's carparks generated \$59K revenue in 2016/7 but \$1.56M expenses in the same period).
- Growing need for electric vehicle charging infrastructure in carparks

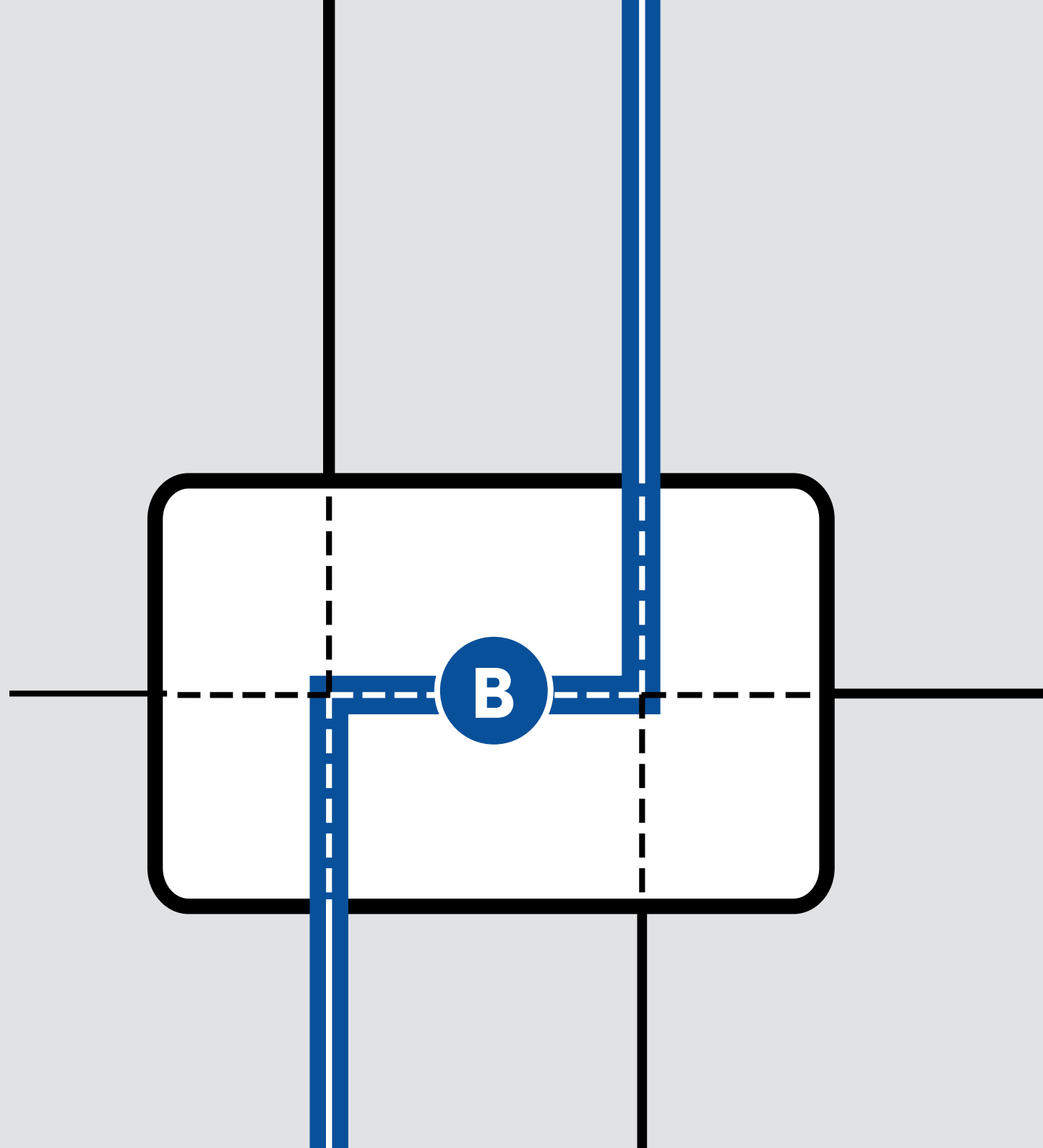
05

STRATEGY D

STRATEGY



**Simplify bus routes and
better integrate station
and layover space.**



INSPIRATION FOR BANKSTOWN

Bus Interchange, Christchurch, NZ



Amalgamated Interchange + Improved Connection to Rail

What issues and opportunities does this strategy address?

- Two large and inefficient interchanges create heavy bus traffic through CBD core (1 bus/min across plaza bridge). Two interchanges are not warranted for size of city centre.
- On many streets, streetscape barriers (walls, fences) have been erected to limit interactions of pedestrians and buses/heavy vehicles. These affect pedestrian desire lines in negative ways.
- Swept path provisions to enable buses to negotiate the multiple turns required through the centre dominate many intersections, constraining pedestrian movement and pooling space
- Bus layover inefficient use of land
- Bus routes terminating at both terminals create operational inefficiencies.
- Bus use as mode of travel to access train station projected to increase, whilst many people also use buses to access Bankstown as a destination.

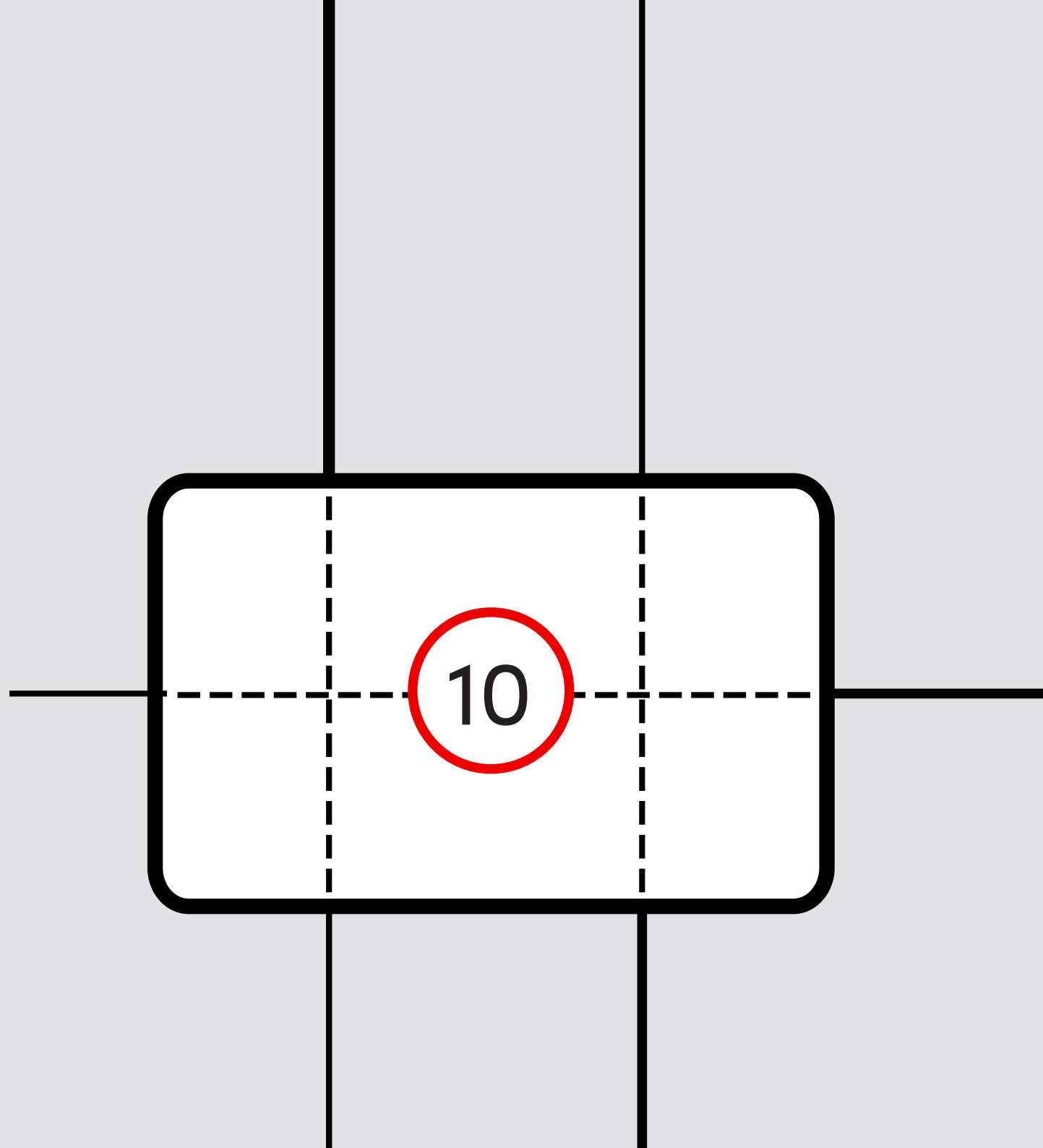
05

STRATEGY E

STRATEGY



Slower, safer CBD streets.



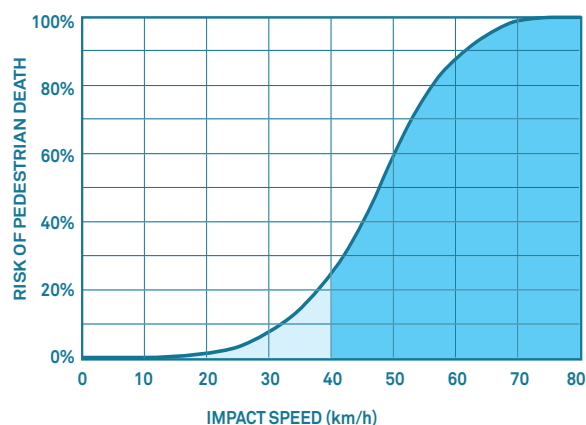
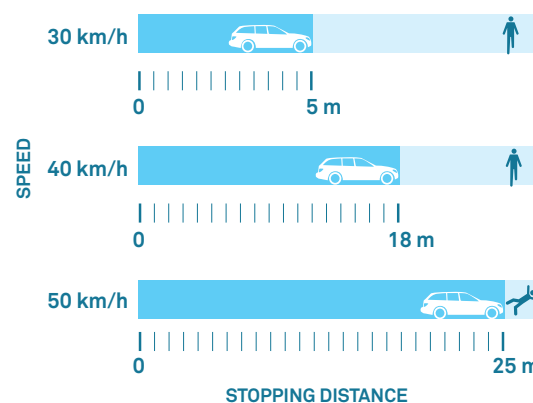
INSPIRATION FOR BANKSTOWN



“Vision Zero: No More Pedestrian Deaths”



Speed is the most important factor in the safety of a street, and is directly related to risk of pedestrian fatality in cases of conflict.



What issues and opportunities does this strategy address?

- Speed is the most important factor in the safety of a street and pedestrian safety will be paramount to the success of the CBD as a thriving destination.
- Most of the CBD is signposted 40km/hr yet the street design enables higher speeds.
- Recent studies (including the 2018 report from the OECD's International Transport Forum) recommend a speed limit of 30km/hr in urban areas with high pedestrian activity and this is currently being pursued in cities such as Melbourne, Perth, Auckland, London and Madrid.
- As well as speed limits, the design of the street affects the actual speed – including lane width, corner radius, trees, parking and pedestrian activity.

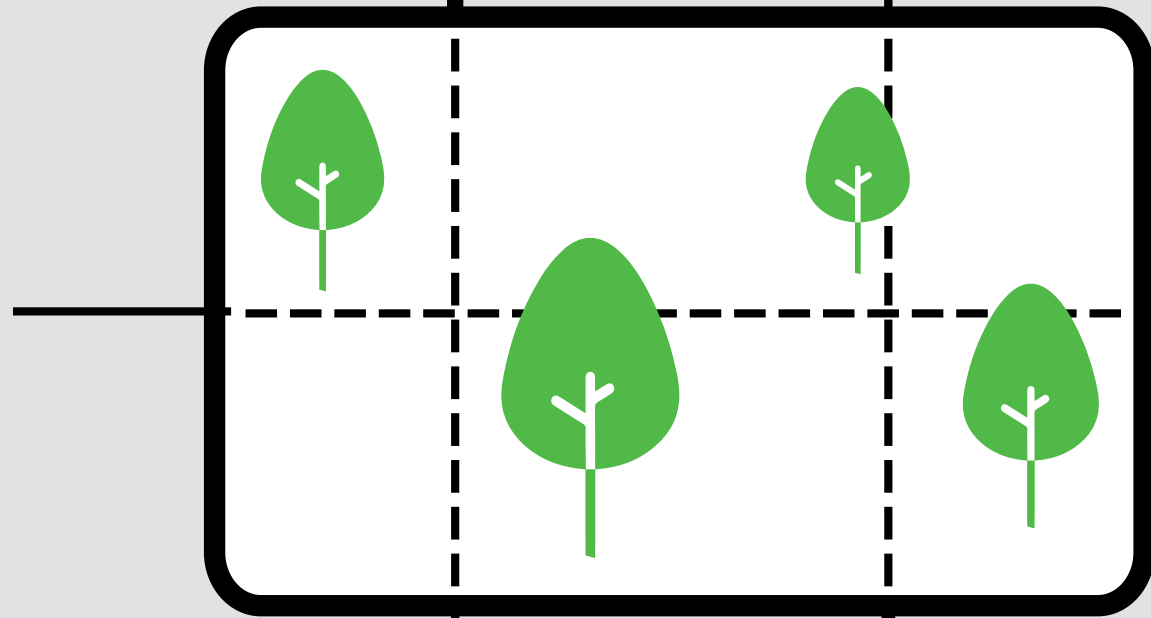
05

STRATEGY F

STRATEGY



High amenity CBD
streets.



INSPIRATION FOR BANKSTOWN



Pedestrian Priority



Streetscape Elements

What issues and opportunities does this strategy address?

- Global research suggests that pedestrians spend 65% more in a place than drivers, particularly when there is high amenity (Peters, 2016).
- Bankstown CBD displays varying pedestrian amenity: Saigon Place generally is pedestrian friendly with active streets but 72% of streets in Bankstown were found to have limited amenity.
- Opportunity to provide wider paths, more outdoor dining and more street trees on many streets by reallocating space from overly-wide road lanes and corners.

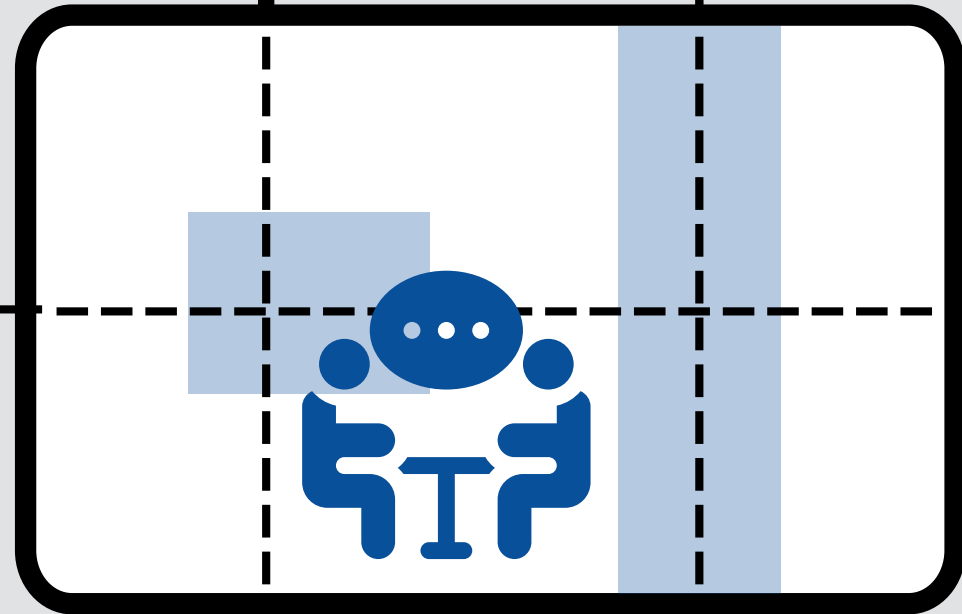
05

STRATEGY G

STRATEGY



Focus areas for
outdoor dining, the
night time economy
and events.



INSPIRATION FOR BANKSTOWN



Saigon Place, Bankstown



4th St, Cleveland, OH



Leigh Street, Adelaide

Flexible, Shared Streets and New Open Spaces which make room for outdoor activities

What issues and opportunities does this strategy address?

- Research suggests if a destination is safe, clean, and relaxed visitors will remain 300% longer and spend more money. Net income for local businesses increase by 42%. (Hack, 2013).
- Retail sales can increase by 172% when you improve the pedestrian environment (Peters, 2016).
- In Bankstown, weekend activity is higher than weekday activity. South Terrace is the 2nd busiest pedestrian area in the CBD, yet the footpaths are not wide enough for outdoor dining.
- If best practice lane widths (NACTO recommended widths) were applied to existing streets, with no change to parking or traffic, 0.78Ha of underutilised space is discovered, which could be put into utility for outdoor dining and amenity.

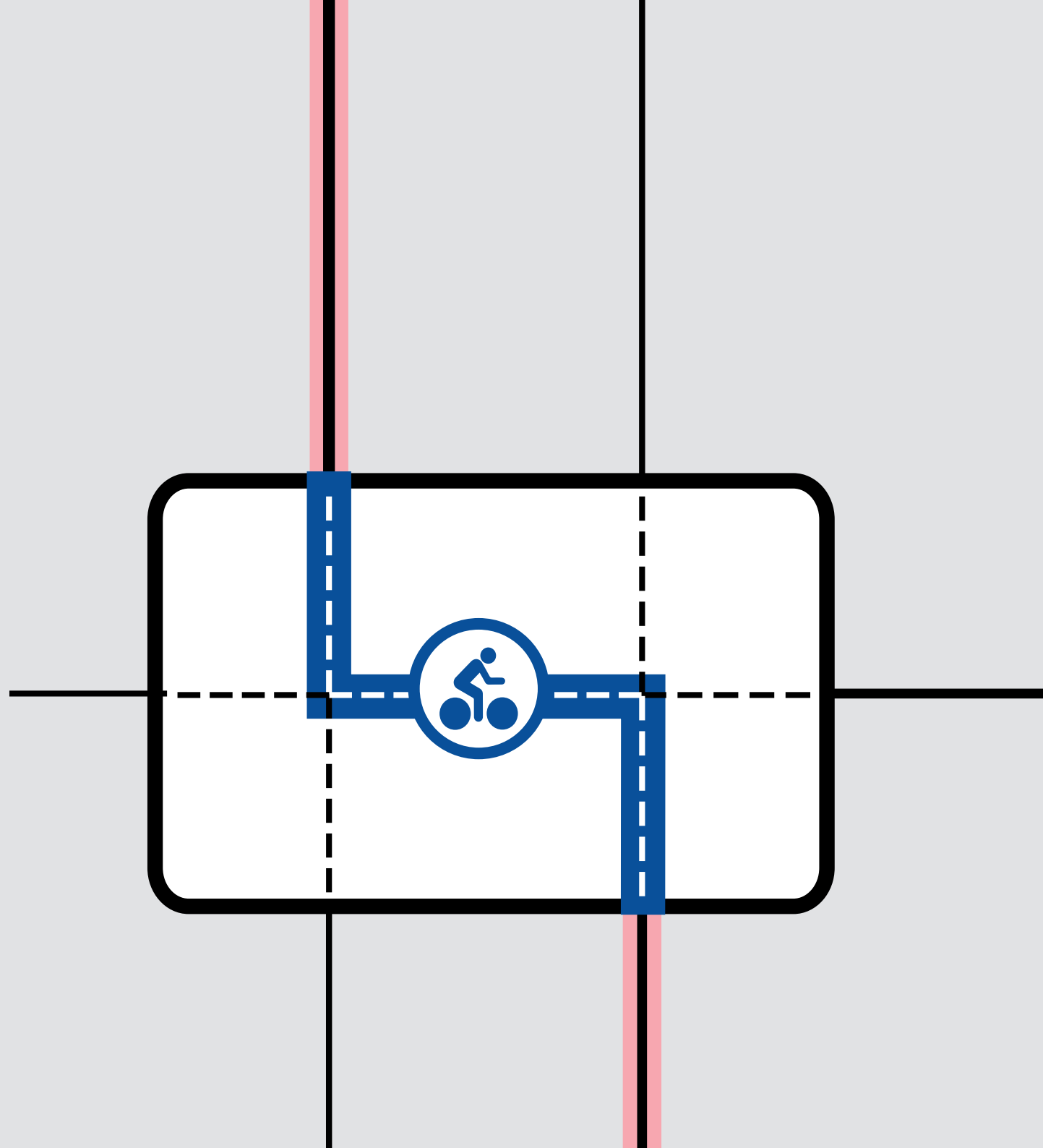
05

STRATEGY H

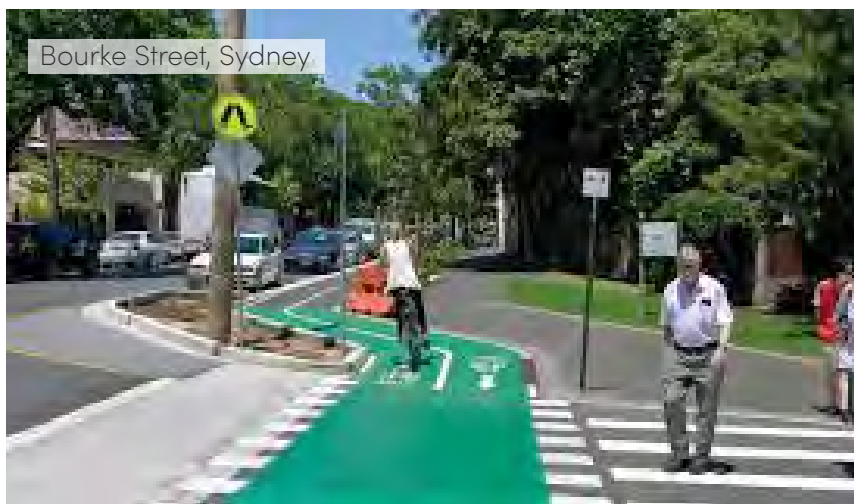
STRATEGY



**Connect regional
cycling links through
the CBD.**



INSPIRATION FOR BANKSTOWN



Separated Cycle Tracks



Shared Space Links

What issues and opportunities does this strategy address?

- Currently there is minimal cycling infrastructure in the CBD and zero dedicated lanes.
- There are key cyclist desire lines on Olympic Parade, Marion Street, William Street, Greenfield Parade and South Terrace.
- Opportunity for extension of the bicycle network, with creation of dedicated links along desire lines.
- Opportunity to deliver part of the Green Grid Priority Corridor as set out in the South District Plan.
- Safety concerns for cyclists who are forced to share the road with cars, particularly along CBD edge roads such as Rickard Road.
- Low confidence cyclists generally need protected infrastructure to feel safe.

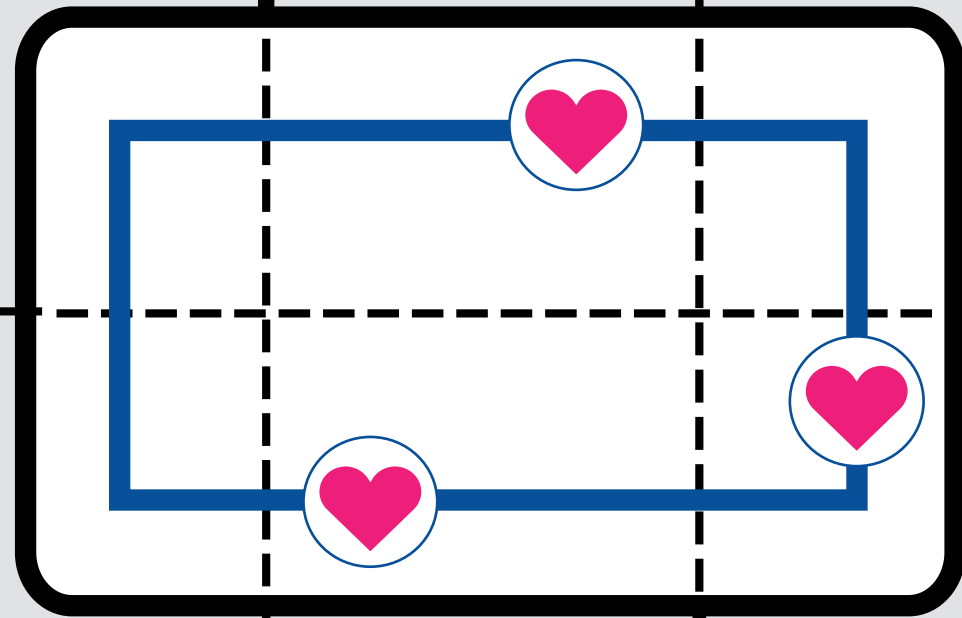
05

STRATEGY I

STRATEGY



Connect cultural destinations with an identity-focussed Cultural Trail.



INSPIRATION FOR BANKSTOWN

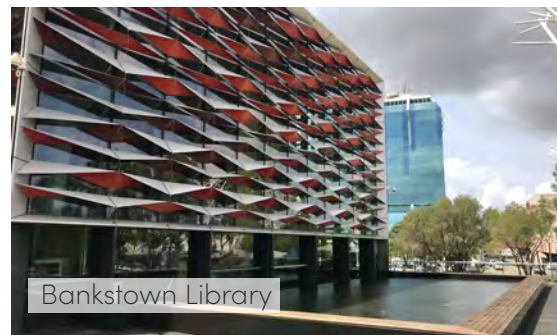


Indianapolis Cultural Trail

“Connects Cultural Destinations”



Indianapolis Cultural Trail



Bankstown Library



Bankstown Arts Centre



Bankstown Festival

What issues and opportunities does this strategy address?

- Diverse and multi-cultural people make up Bankstown’s population, which is a source of pride for the City and should be celebrated and promoted.
- The cultural gems in Bankstown are isolated, difficult to find and poorly connected.
- Whilst the City has a strong graphic brand identity, signage fabric lacks co-ordination, with a mix of styles.
- Directional information markers are lacking in the north of the CBD.
- The CBD would benefit from a clear structure of pedestrian access and open space, supported by functional and legible wayfinding.

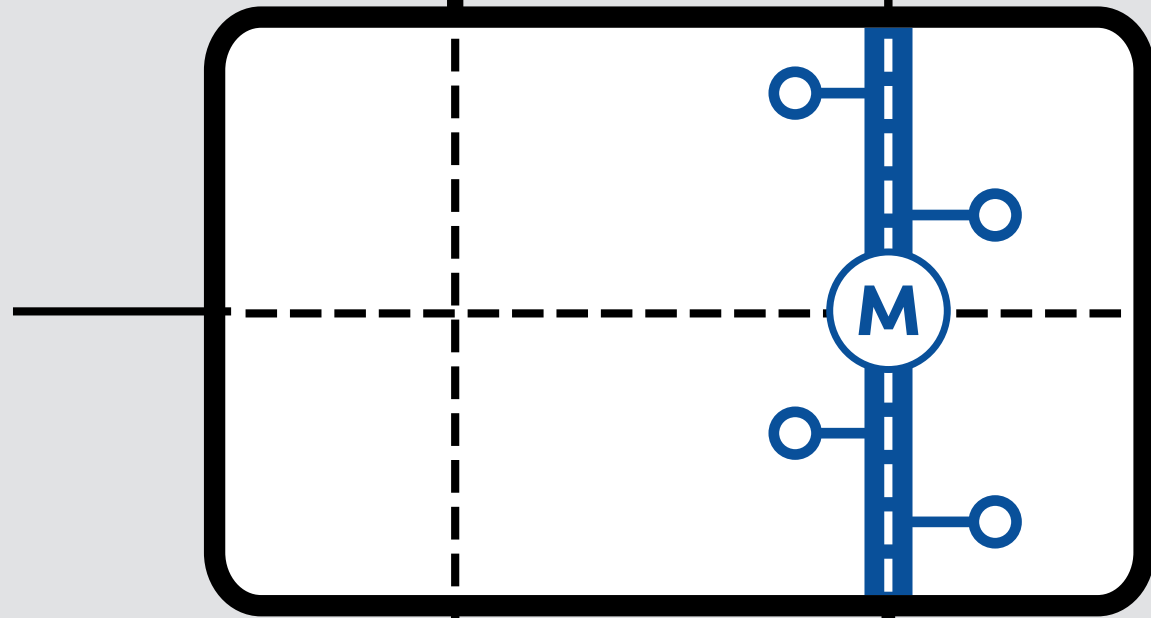
05

STRATEGY J

STRATEGY



Create pedestrian
priority 'Activity
Spine' linking key
destinations with
transport.



INSPIRATION FOR BANKSTOWN



Parramatta Civic Link

“A Pedestrian Priority Street Linking Civic Destinations”

What issues and opportunities does this strategy address?

- Currently poor connection between north and south of CBD due to barrier created by rail line.
- Opportunity to connect the Appian Way and Restwell St to link the library, future university, shopping centre, bus station, train/ Metro station, schools and major parklands.
- New Metro station design provides opportunity to connect north and south sides of rail line with at-grade pedestrian link.
- Future WSU Campus is directly north of the future Metro station and The Appian Way will likely see increase of pedestrian volumes between the two destinations (8,000 - 10,000 students per day).

06

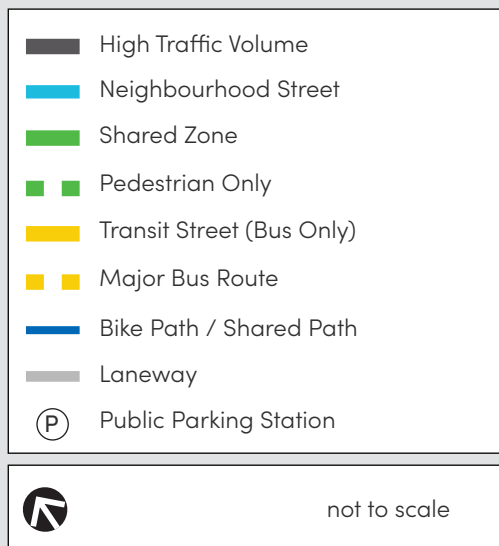
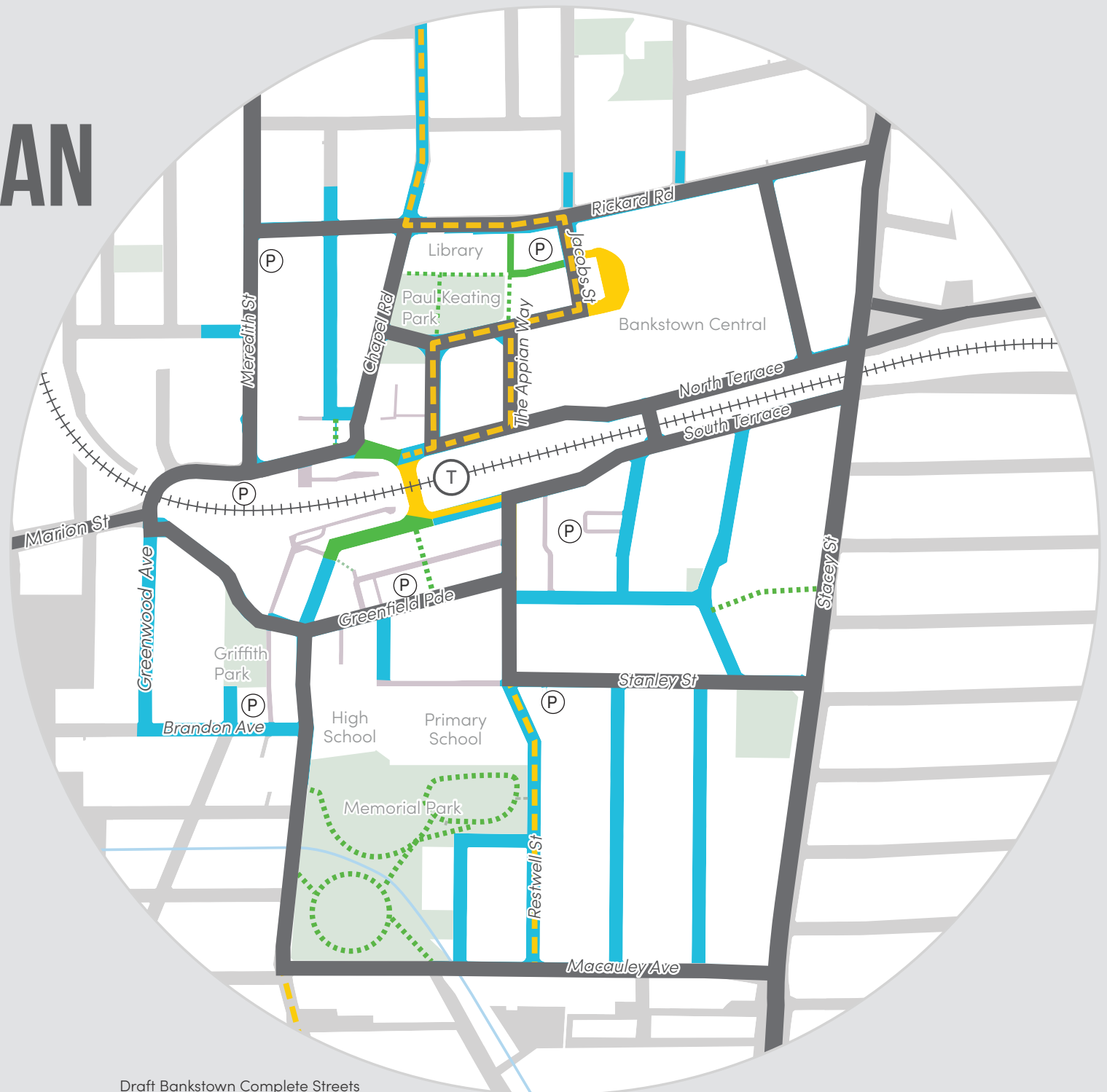
COMPLETE STREET MASTER PLAN





06 MASTER PLAN

EXISTING



MASTER PLAN

PROPOSED

Ring Road

Neighbourhood Street

Shared Zone

Pedestrian Only

Transit Street (Bus Only)

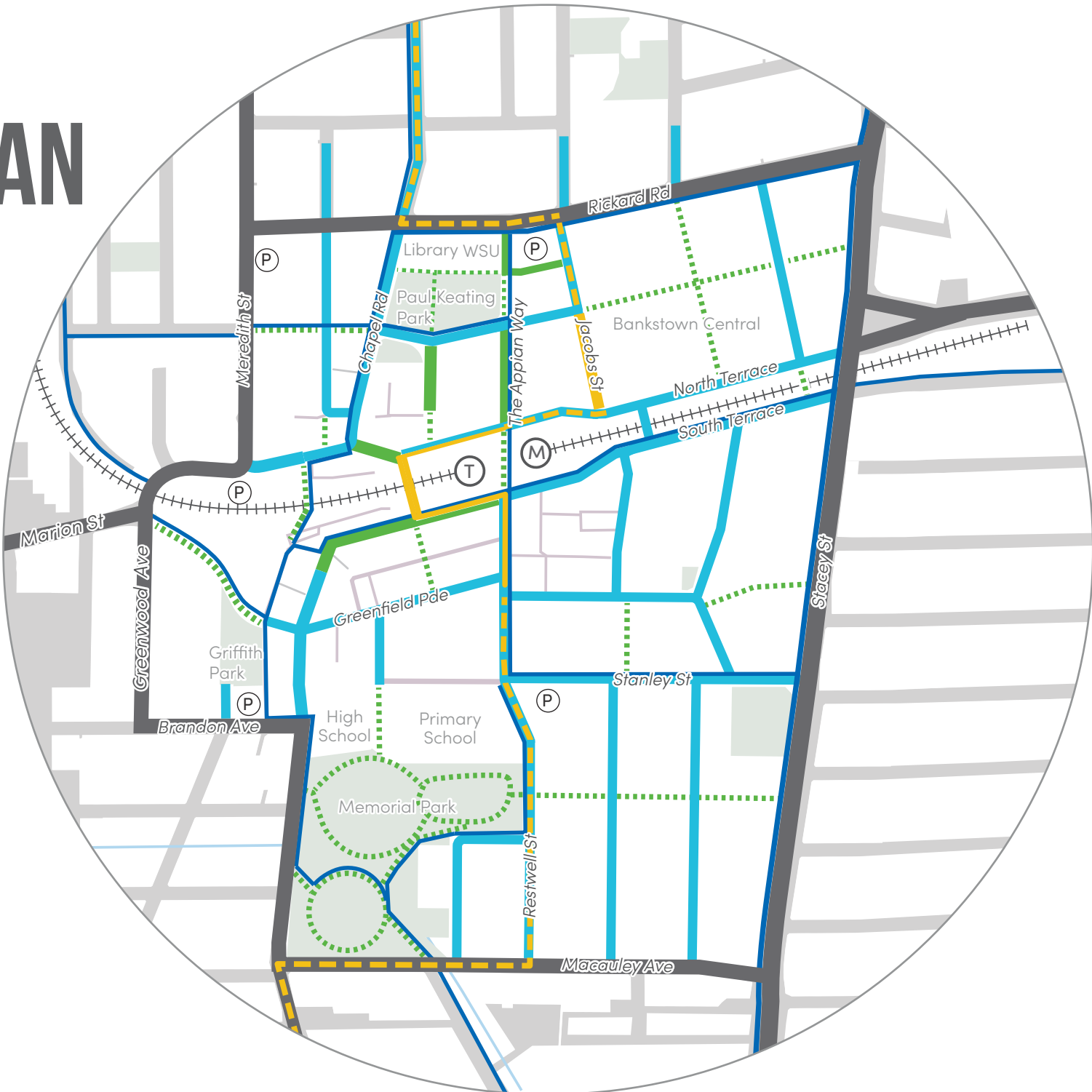
Major Bus Route

Bike Path / Shared Path

Laneway

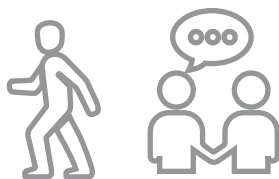
Public Parking Station

not to scale



06

PEDESTRIAN



Key Enhancements

- Enhanced pedestrian priority along streets and at intersections where pedestrian foot traffic is already high.
- Improved pedestrian amenity and new open spaces where pedestrian foot traffic is expected to be high (i.e.: between the future Metro Station and WSU Campus).
- Appian Way, Fetherstone Street, Saigon Place and City Plaza north become pedestrian priority shared spaces. These streets can be closed down to car traffic for events or festivals.
- Mid-block pedestrian- and cyclist-only links and new arcades facilitated by key future development sites (i.e: Bankstown Central redevelopment).

BY THE NUMBERS

+55%

Improved Intersections for Pedestrians
17 improved intersections

+30%

Pedestrian Connectivity
18 new connections

+2Ha

Of usable public space
34% of CBD now 'public', up from 30%

+30%

Pedestrian Priority Space
74,536m² of space, up from 57,236m²

+60%

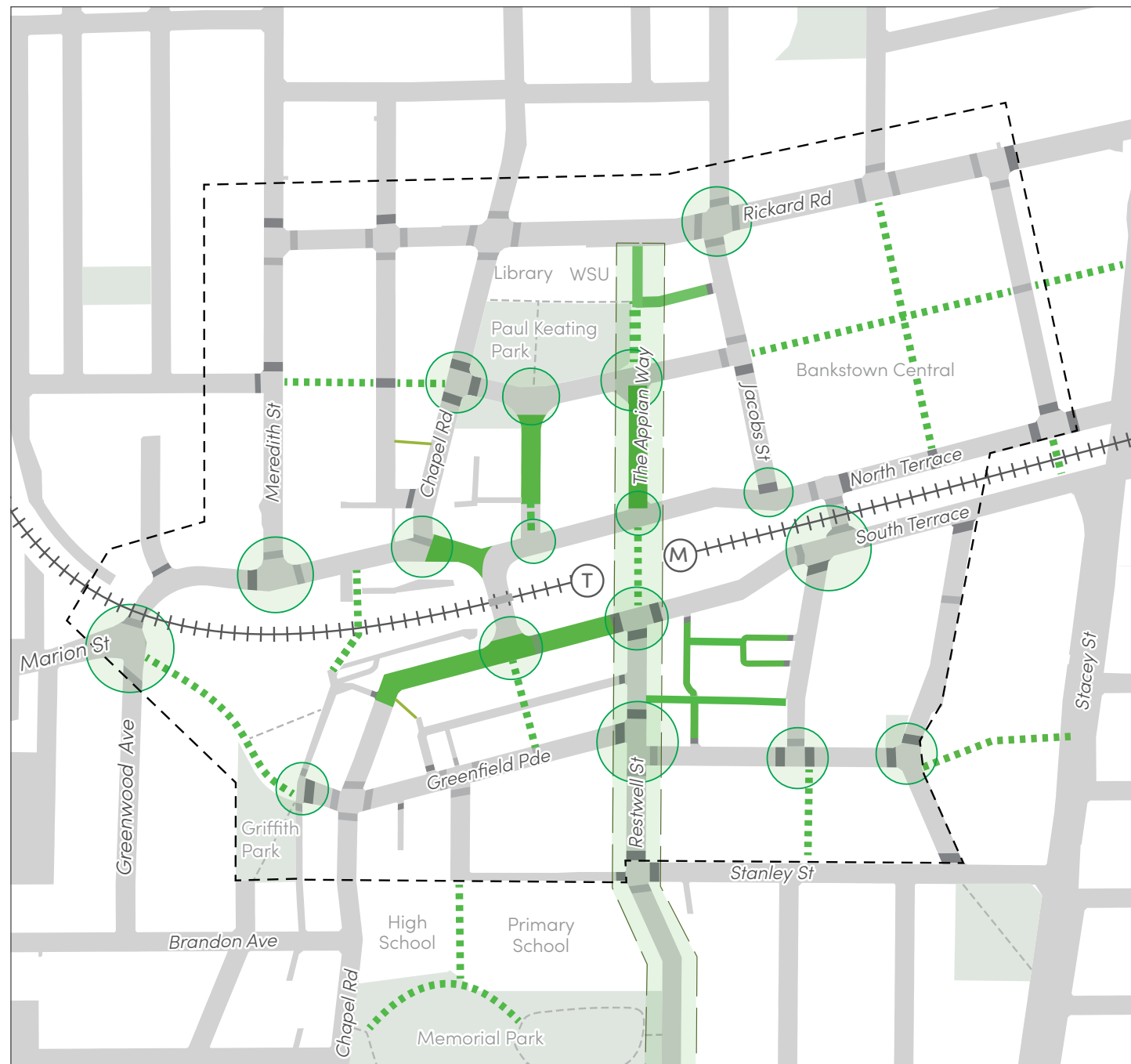
New Signalised Pedestrian Crossings
31 new crossings

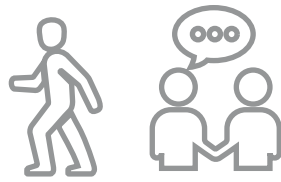
Future Pedestrian Network

- Shared Zones
- New/improved pedestrian- and cyclist-only links
- Improved geometry for pedestrian crossing
- New signalised/ raised pedestrian crossing
- Existing signalised/ marked pedestrian crossing
- Existing/maintained arcade
- 'Activity Spine'
- Pedestrian Study Area
- Existing Open Space



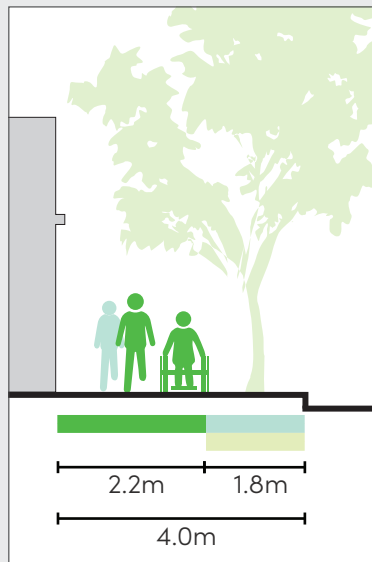
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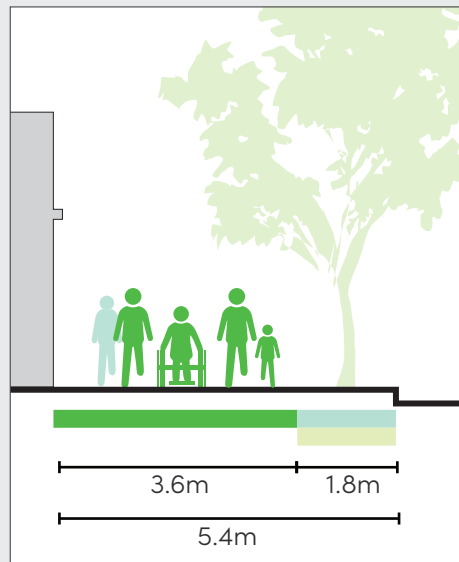


Basic Street Geometry Recommendations for Pedestrians and People Doing Business (recommended minimum widths)

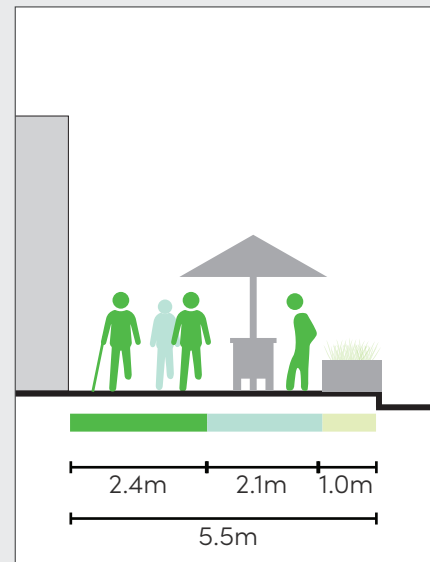
Source: National Association of
City Transport Officials (2016)
'Global Street Design Guide'



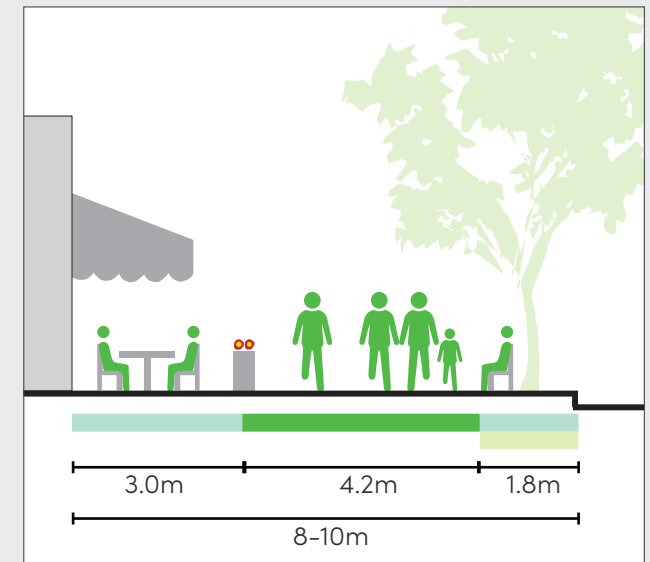
Typical Street



High Pedestrian Activity Street



Outdoor Dining and Retail Hub Streets



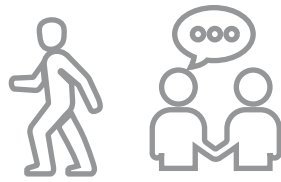
These configurations could be applied to Lady
Cutler Avenue and City Plaza South



Proposed transformation of The Appian Way

06

PEDESTRIAN



Streetscape Enhancements

A number of critical elements influence the pedestrian experience in Bankstown. These include, but are not limited to: connectivity, pedestrian ease of movement, activation, comfort, safety and accessibility. When these influences are synthesised they can provide a holistic understanding of the total environment that is being provided in Bankstown.

As part of the streetscape analysis, which can be found in its entirety in Appendix A, we studied footpath widths. As the image shows on the right, 3 generalised functions should be accommodated along a great footpath: service zone (benches, rubbish bins), free zone (movement through) and transition zone (to allow for movement in and out of shops). Depending on the street character, these widths can vary, but for purposes of this project we aimed to deliver a free zone width of 2.4m minimum. Where this isn't possible within existing right of way, we have recommended new setbacks, as shown on p114.



Recommended Setbacks and Active Frontages

Frontage or setback recommendations help to achieve appropriate 'free zone' footpath widths and 100% positive streetscape rating

+84%

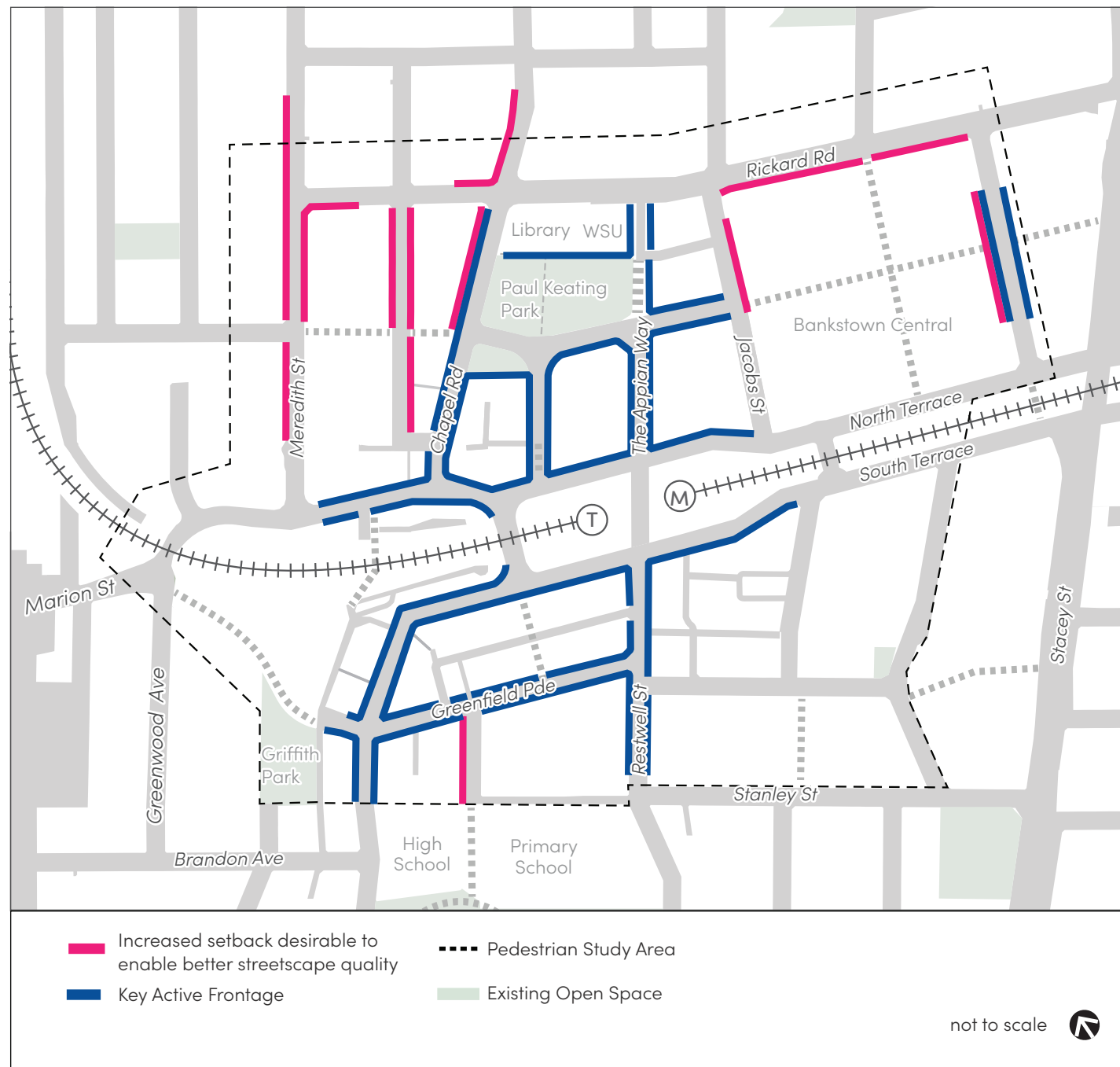
more trees in the streets

1,127 trees, up from 613

100%

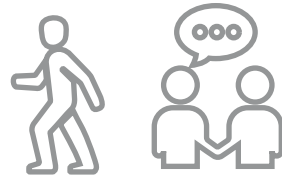
of streetscape meets 'positive' rating

75% meets such a criteria now



06

STREET ACTIVITY



Key Enhancements

- Expanded opportunities for outdoor dining to enhance street activity in the CBD.
- Council to provide infrastructure in Priority outdoor dining areas as part of streetscape works.
- Major night time activity hubs including the RSL, Sports Club, Shopping Centre and University Campus connected via safe and active streets.
- Shared zones supplied with three phase power to support street events.



Future Street Activity

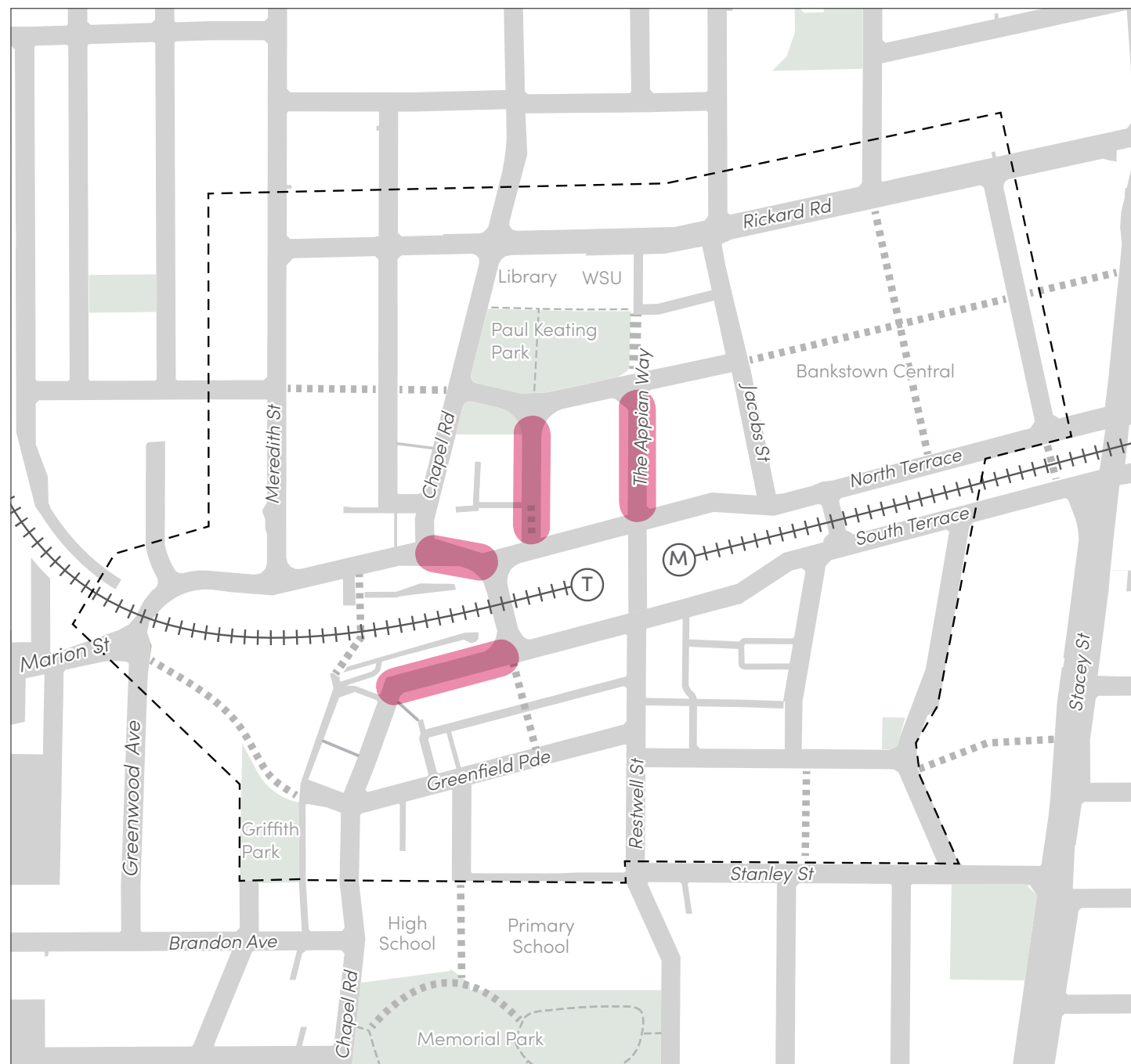
 Priority outdoor dining areas
(Infrastructure provided by Council. Outdoor dining permitted in other areas subject to Council approval)

 Pedestrian Study Area

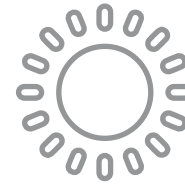
 Existing Open Space



not to scale



WEATHER PROTECTION



Key Enhancements

- Mature trees retained where possible, particularly those which contribute to streetscape character (such as along Olympic Pde and Kitchener Pde).
- Proposed trees provide continuity of ecological corridors, contribute to urban tree canopy, and provide visual interest or speed calming measures.
- Awnings proposed along all major active frontages, to provide continuous pedestrian routes protected from sun and rain, and to compliment existing awnings.

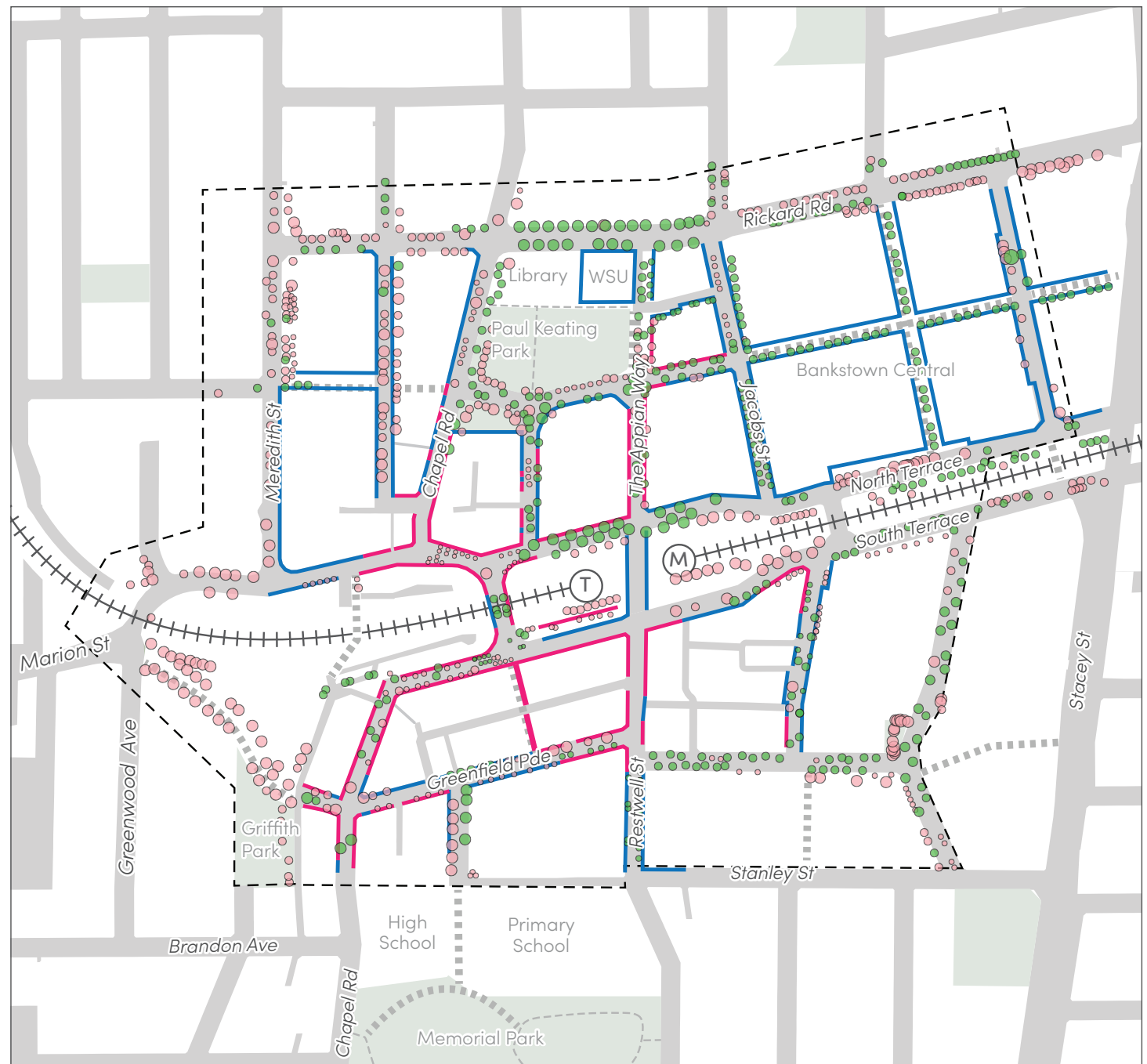


Future Weather Protection

- Existing Awnings
- Proposed Awnings
- Existing Trees Retained
- Proposed Trees
- Pedestrian Study Area
- Existing Open Space



not to scale



06 CYCLING



Key Enhancements

- Connects missing cycle links in regional system to facilitate green grid connections through Bankstown CBD.
- Legibly connects TAFE, the future UWS site, and primary and high schools with the future Metro station and existing Sydney Train station.
- CBD features fully separated bike paths along Chapel Road and The Mall to the north of the station and Dale Parade, Restwell Street and South Terrace south of the station.
- Shared zones can accommodate cyclists.

BY THE NUMBERS

+4.2km

**New bike paths and shared paths
within the CBD**

+100%

**New bike racks
provided as part of detailed street designs**

+2

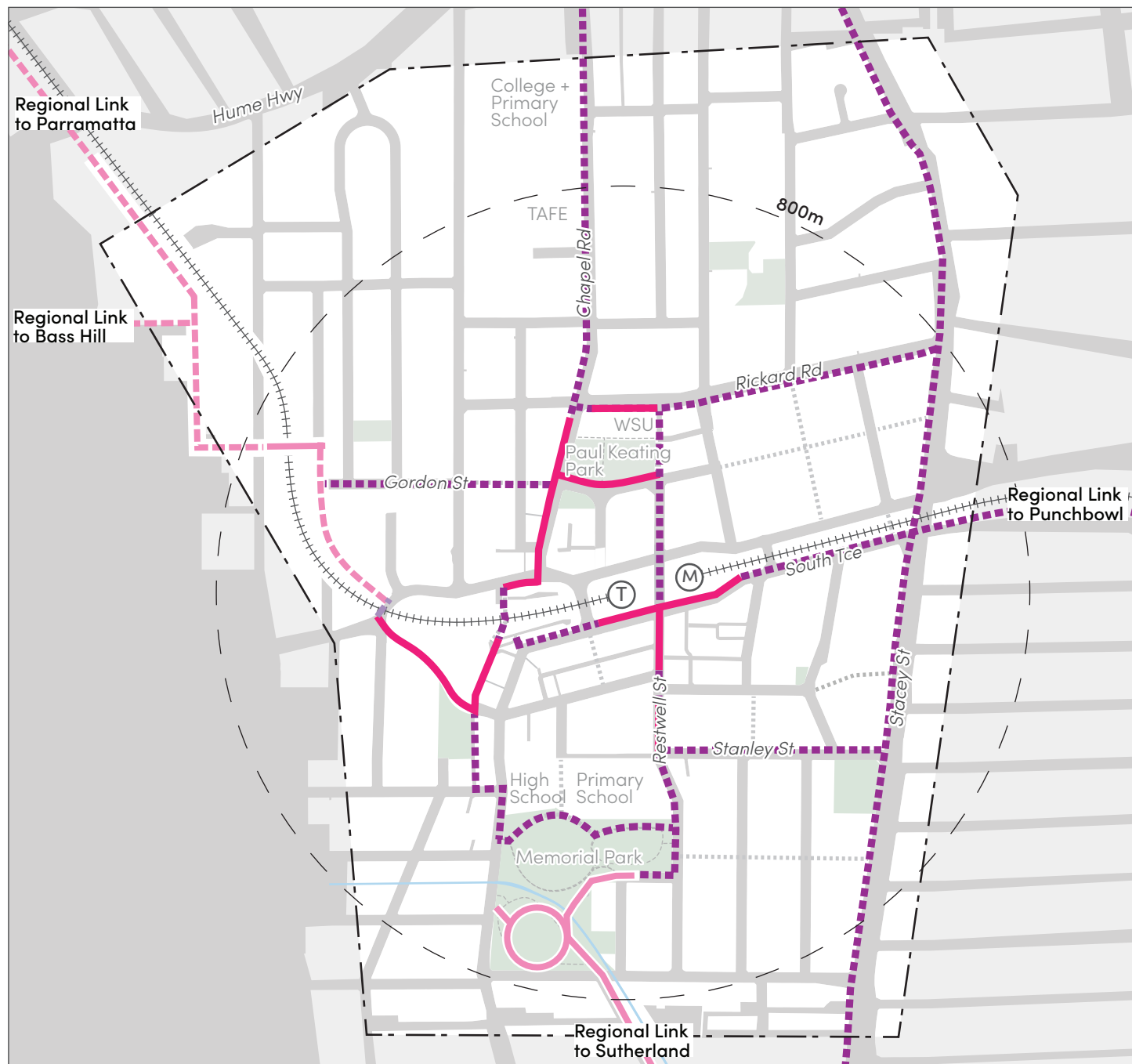
**regional cycle connections
to facilitate the Green Grid through CBD**

Future Bike Network

-  Existing on-street bike route
-  Existing Shared Path
-  New Separated Bike Path
-  New Shared Path
-  Transport Study Area
-  Existing Open Space



not to scale



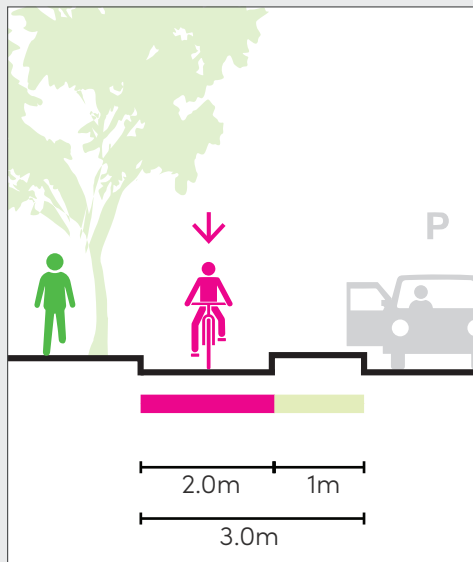
06 CYCLING



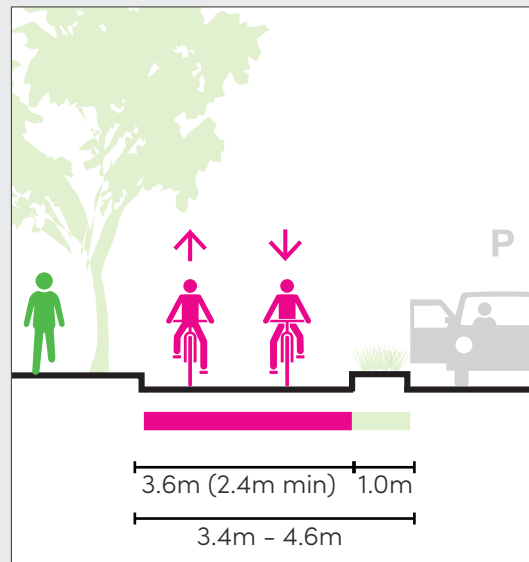
Basic Street Geometry Recommendations for Cyclists (recommended minimum widths)

Source: National Association of
City Transport Officials (2016)
'Global Street Design Guide'

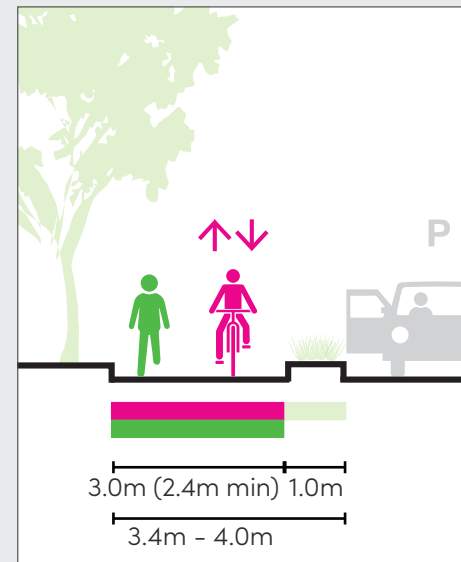
Preferred → Least Preferred



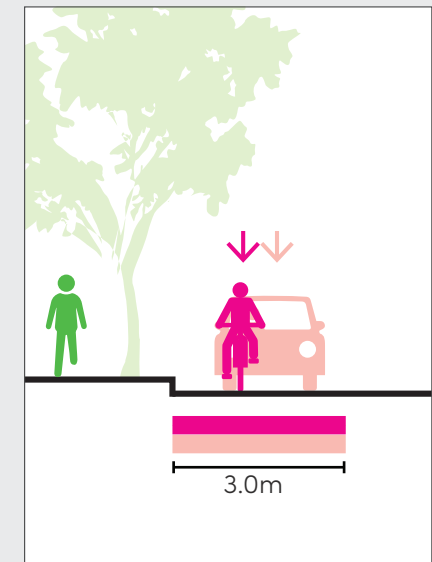
One-way separated bike path



Two-way separated bike path



Shared path



Mixed traffic - slow streets only

Proposed transformation of Olympic Parade



PUBLIC TRANSPORT



Key Enhancements

Buses:

- Simplified north-south bus services along one route.
- Amalgamated bus interchange (currently 2) on the north side of the future Metro station. This location allows service to be integrated with the future Metro and service key destinations, including the future WSU campus, Bankstown Central and Saigon Place.
- The new bus interchange includes layover space and allows for the removal of existing layover space south of the railway.
- Significant bus stop maintained at Bankstown Plaza south. Less bus movements across the bridge (due to amalgamated bus interchange) allows for smaller stop and widened footpaths for outdoor dining.

Rail:

- Station extended east for new Metro platforms.
- New direct at-grade connection across rail corridor between the Metro and train platforms (in line with The Appian Way and Restwell St).
- Upgrades to public space outside station.

BY THE NUMBERS

-20%

**Reduction in bus service delays
Along simplified route**

-112s.

**Less time for a bus to travel 1km during AM
peak, 63s. less in PM peak**

-35%

**Buses across City Plaza bridge at peak
38 buses/hour, down from 59 today**

+55%

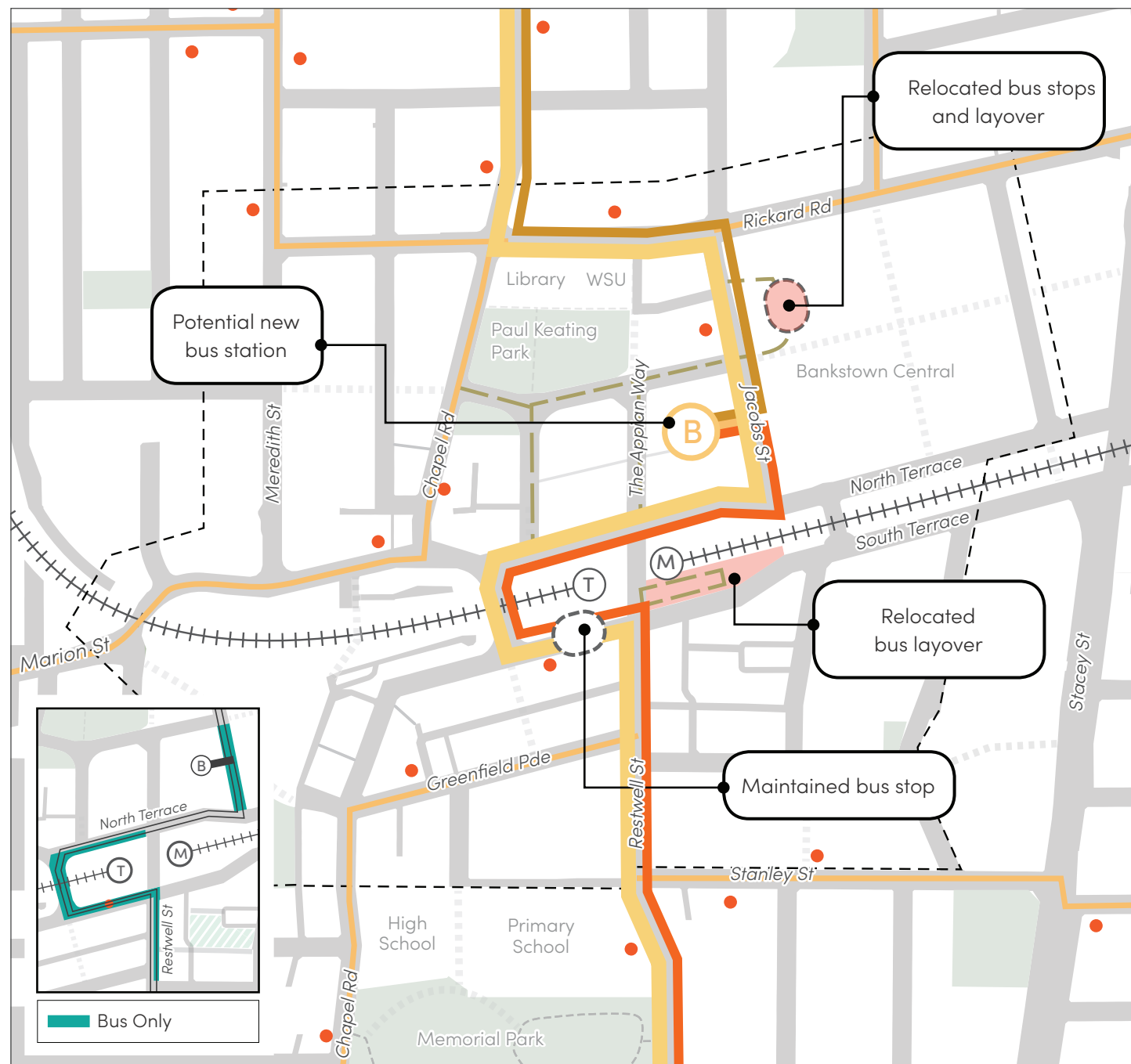
**Improved intersections for pedestrians
10 less that prioritise bus movements**

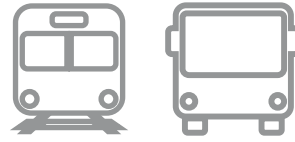
Future Public Transport Network

- Bus stop
- North-South Connecting Bus Services
- Northern Bus Services
- Southern Bus Services
- Other Bus Services
- Eliminated Bus Routing
- Relocated Layover Space
- Pedestrian Study Area
- Existing Open Space



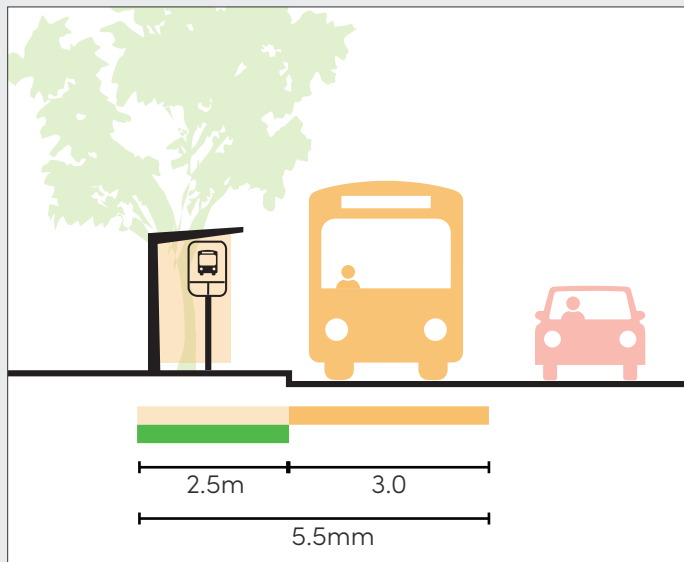
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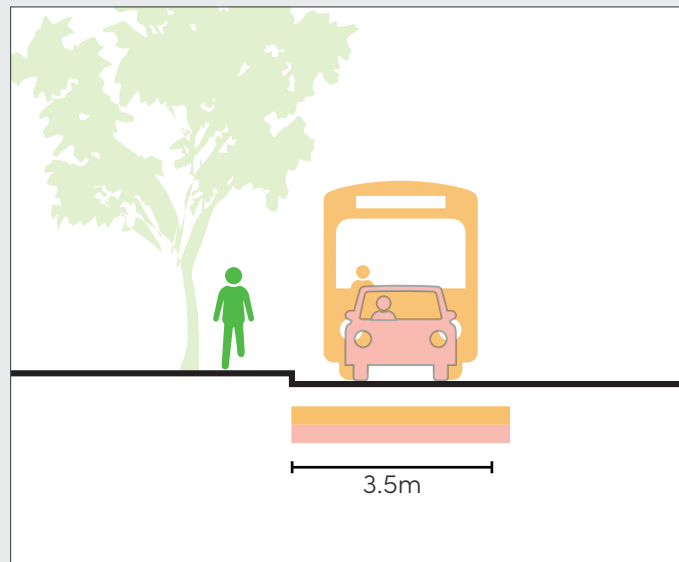


Basic Street Geometry Recommendations for Transport Users (recommended minimum widths)

Source: NSW Transport State
Transit Bus Infrastructure Guide



Kerb lane as a parking lane



Bus-only and mixed traffic lanes

Proposed transformation of Bankstown Plaza South





Key Enhancements

- Ring road to provide good access to the edge of CBD with clearways during peak hours to maximise capacity. The Ring Road will also help prioritise walking/cycling/public transport use within the CBD.
- Traffic calming on all CBD streets. Pedestrian priority design to avoid rat-running.
- Predominately two-way street system for improved safety and accessibility.
- The Mall, Fetherstone St and The Appian Way converted to two-way streets.
- Northern end of Dale Parade converted into a one-way street.

BY THE NUMBERS

+30%

additional traffic on the ring road without impact to journey times through use of clearways and intersection improvements

-16%

vehicular movements on CBD streets in PM peak, 6% reduction in AM peak

30km/h

Average vehicular speeds in CBD industry standard for 'safe' speed

-2%

vehicle travel speed on ring road minimal impact on level of service (LOS)

+0

Additional traffic lanes needed to accommodate future traffic

Future Traffic Network Changes

-  Ring Road, 2 lanes each direction at peak (new clearways) and 3 lanes in each direction on Stacey St
-  Existing two-way streets, no change
-  Existing one way streets, no change
-  One-way to two-way conversion
-  Two-way to one-way conversion
-  New or enhanced Shared Zone
-  Vehicles not permitted, existing
-  Vehicles not permitted, new
-  Transport Study Area
-  Existing Open Space



not to scale



06

INTERSECTIONS

Key Enhancements

- 1
 - Additional right turn lane from Meredith St northbound into Rickard Rd eastbound to encourage Ring Road use.
 - Southbound Meredith St reduced to one lane at signals.
 - Signal phasing updated to support Ring Road.
- 2
 - Additional right turn lane from Chapel Rd southbound into Rickard Rd westbound to encourage Ring Road use.
 - Southbound Chapel Rd reduced to one lane at signals to discourage through-traffic.
 - Signal phasing updated to support Ring Road.
- 3
 - Signal phasing updated to support Ring Road and bus movements.
- 4
 - Potential carpark access consolidation (subject to redevelopment of centre).
 - Signal phasing updated to support Ring Road.
- 5
 - Pedestrian crossings added to all sides of intersection.
 - Signal phasing updated to support Ring Road.
- 6
 - Pedestrian crossing widened to cater for high volumes.
 - Intersection reduced to one traffic lane each direction to discourage through traffic.
 - Signal phasing updated to reduce pedestrian wait time.
- 7
 - Pedestrian crossings added to all sides of intersection.
- 8
 - Right turn lane from Marion St westbound into Meredith St northbound removed to discourage through-traffic.
 - Signal phasing updated to support Ring Road.
- 9
 - Fetherstone St closed to traffic at North Tce.
 - Signals reconfigured as signalised pedestrian crossing.
- 10
 - Reduced to one bus lane each direction.
 - Signal phasing updated for reduced pedestrian wait times.
- 11
 - Alignment of lanes reconfigured to suit new Restwell St design.
 - Fourth leg to bus terminus removed (subject to relocation of bus terminus)
 - Signal phasing updated include phase for bike lane and reduced pedestrian wait times.
- 12
 - Northbound Chapel Rd reduced to one lane.
 - Signal phasing updated.
- 13
 - Signal phasing updated to support Ring Road.
- 14
 - Signal phasing updated to support Ring Road.
- 15
 - Kitchener Pde (north) re-opened.
 - Signal phasing updated to support Ring Road.
- 16
 - Intersection upgraded as part of Stacey Street widening by RMS.
- 17
 - New signalised intersection to manage bus/ pedestrian conflicts, includes pedestrian crossings on all sides of intersection.
- 18
 - New signalised intersection to manage the forecast increased pedestrian movements associated with the Metro station and new university, includes pedestrian crossings on all sides.
- 19
 - New signalised intersection to manage bus access in and out of Jacobs St extension, includes pedestrian crossings on all sides.
- 20
 - One turn lane removed from South Tce westbound and eastbound into North Tce (via rail underpass) to discourage through-traffic.
 - Pedestrian priority crossing converted to fully signalised pedestrian crossing.
- 21
 - Olympic Pde closed to traffic at Greenwood Ave.
 - Signal phasing updated to support Ring Road and increase through capacity with closure of Olympic Pde.
- 22
 - Olympic Pde closed to traffic at Dale Pde and signals reconfigured.
- 23
 - One turn lane on Raymond St westbound and Restwell St northbound removed to discourage through-traffic.
 - Pedestrian priority crossing and slip lane converted to signalised crossing.
 - Signal phasing updated to include phase for bike lane.
- 24
 - New signalised intersection to support reliable flow on the Ring Road.
- 25
 - New signalised intersection provided to provide safer pedestrian access to schools and Memorial Park and cater for new bike lane and shared paths on Restwell St and Stanley St.
- 26
 - Intersection upgraded as part of Stacey Street widening by RMS.
- 27
 - Intersection upgraded as part of Stacey Street widening by RMS.

Future Intersection Changes

-  New signalised intersection/major change
-  Signalised intersection upgraded
-  Transport Study Area
-  Existing Open Space



not to scale



OFF-STREET PARKING



Key Enhancements

- Introduce smart parking technology to make it easier and more efficient to access parking.
- Aim to access all major car parks directly from the Ring Road.
- No net increase of public parking in the CBD. Council carparks were originally built to support older developments that did not have on-site parking for customers, however modern developments provide large amounts of parking on-site and the reliance on council carparks will decrease. Limiting parking is also a key strategy to reducing congestion.
- Restrict at least 80% of parking spaces to less than 4hrs to cater for shoppers and visitors rather than commuters.
- Close Greenfield Parade and West Terrace car parks and relocate to an expanded Marion St car park which has better access from the Ring Road.
- Undertake studies to determine optimal redevelopment plans for Marion St, Greenfield Parade, West Terrace and Brandon Avenue car parks.

BY THE NUMBERS

+4.3%

**off-street parking bays increase
for CBD visitors and customers**

-2

**closures of deteriorating carparks
Greenfield Pde and W. Terrace carparks**

+5Ha

**of prime CBD land for better use
for new open space and development**

-69%

**Commuter parking spaces
provision now similar to other centres**

Future Off-Street Public Parking

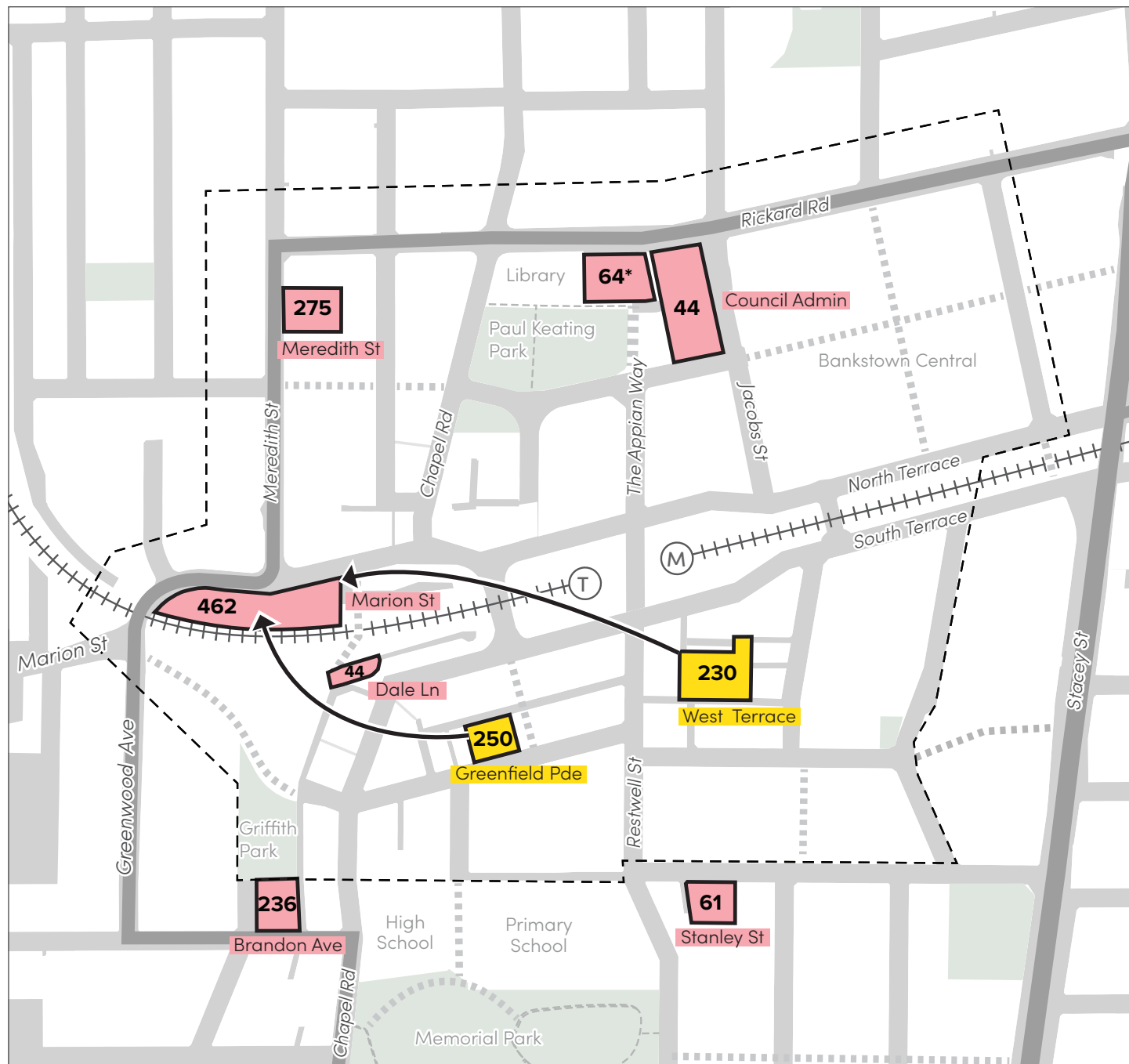
-  Ring Road
-  Public Parking Stations Maintained as is
-  Public Parking Stations Relocated
-  Pedestrian Study Area
-  Existing Open Space

Off-street parking for shoppers /visitors
(time restricted)
Now - 920 spaces (55%)
Proposed - 1333 spaces (80%)

Off-street parking for commuters
(unrestricted time)
Now - 746 spaces (45%)
Proposed - 333 spaces (20%)



not to scale



*When WSU develops existing parking either to be retained on-site or relocated to another carpark

ON-STREET PARKING



Key Enhancements

- Maintain or introduce timed parking restrictions to all streets within the CBD.
- 15 minute timed parking restrictions where high turnover supports local business trade.
- 1 - 2 hour timed parking restrictions further from transport interchanges and along residential streets.
- Cross Street and East Terrace now has 2 hour timed restrictions.
- Significant gains in on-street parking along West Terrace, The Mall, North Terrace and South Terrace.
- In total, loss of approximately 28 on-street spaces throughout the CBD, largely to accommodate the improved amenity upgrades. These could potentially be offset by reconfiguring street parking on surrounding streets.

BY THE NUMBERS

0 streets

Unrestricted parking in the Study Area
Minimum 2-hour time restriction

-4%

reduced on-street spaces
24 spaces

530

maintained on-street spaces
down from 554 spaces

+84%

More trees in the streets along the kerb
1,127 trees, up from 613 (approximate)

100%

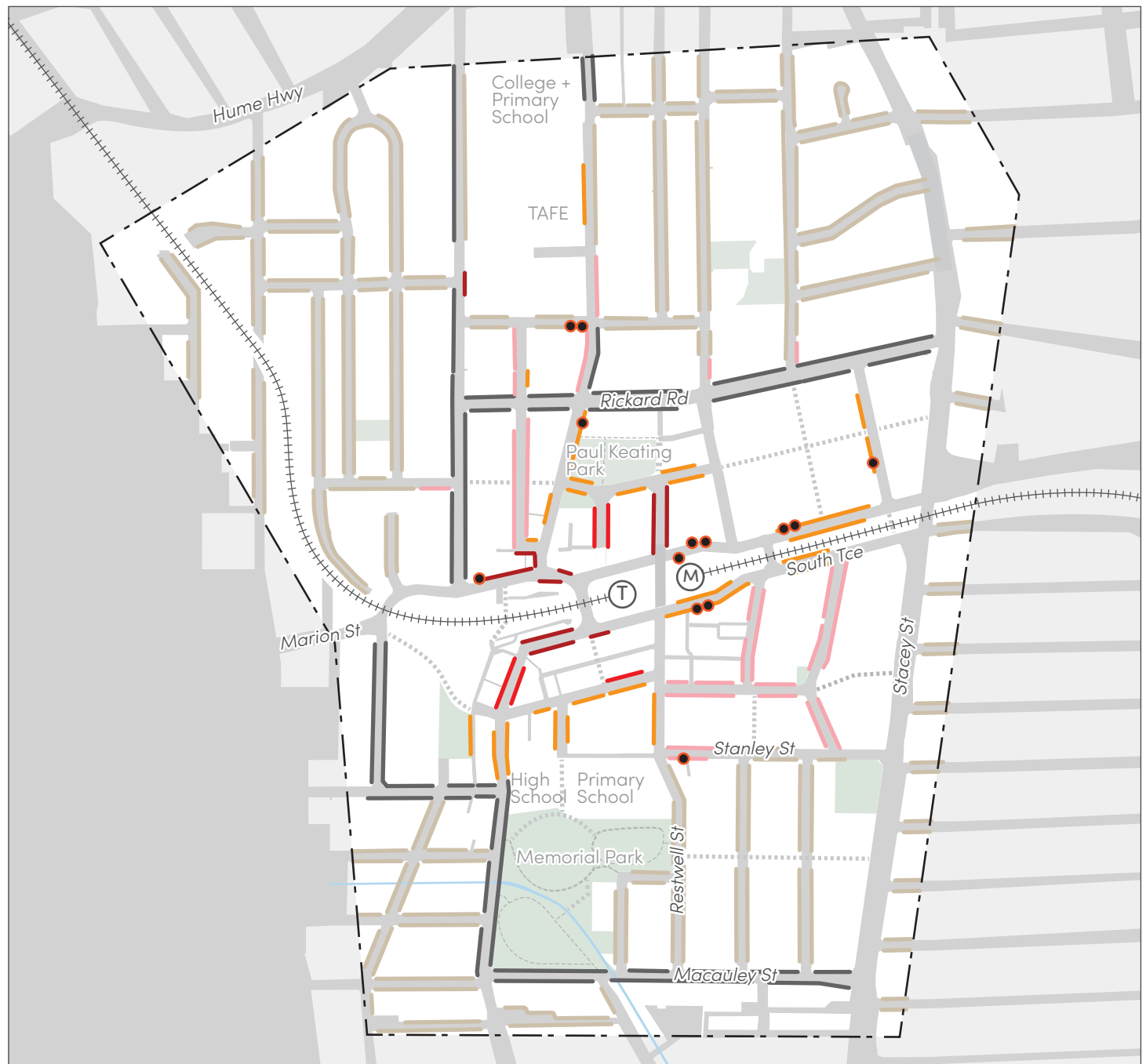
of streets now have quality streetscape
rating **loss of parking spaces provided
space to increase tree canopy/amenity**

Future On-Street Parking

-  Clearway in peak hours
-  Unrestricted parking
-  2 hour parking
-  1 hour parking
-  30 minute parking
-  15 minute parking
-  Pick-up/drop off zone
-  Transport Study Area
-  Existing Open Space



not to scale



PARKING MANAGEMENT



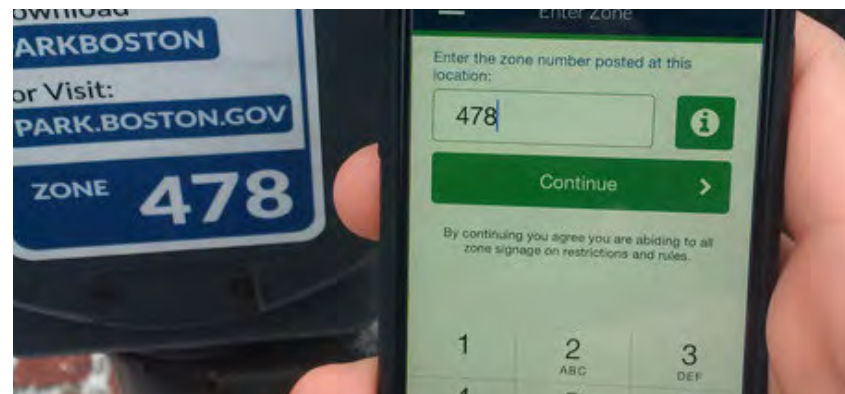
CAR SHARING



PROVIDE SPACE IN THE STREET FOR CAR SHARING TO REDUCE DEMAND

Providing on-street or off-street spaces for mobility sharing services provides Bankstown the opportunity to manage car volume and space demand in the CBD. In fact, **research shows** (source: GoGet) **that for every 1 GoGet provided on the street can replace demand for 10 private cars** elsewhere.

SMART TECHNOLOGY



PROVIDE REAL TIME PARKING AVAILABILITY VIA MOBILE APP

App technology already exists to allow Council to **provide real time parking availability for both on-street and off-street parking**. Such an app could also allow users to pay for parking on their mobile device, notify when the time limit is nearly expired and also be used for enforcement and infringements. Council can supply open transport and parking data to enable third party app development.

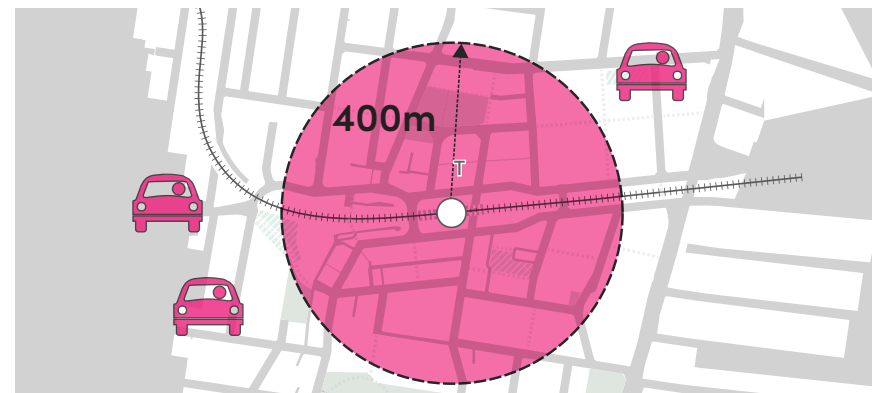
favouring short stays to **SUPPORT BUSINESSES**



DISCOURAGE PARK AND RIDE, ENCOURAGE QUICK TURNOVER

Community and business groups indicate that not enough (short-term) parking is available in the CBD. It is proposed that **at least 80% of parking spaces become restricted to 4hrs or less**. This supports visitors and shoppers who contribute to economic viability of the CBD and discourages park and ride activities. Consider park and ride facilities outside the CBD.

private development **PARKING MAXIMUMS**



DISCOURAGE OVERLY GENEROUS PARKING PROVISION IN CBD PRIVATE DEVELOPMENT

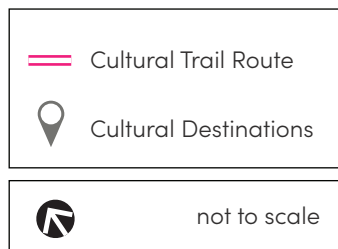
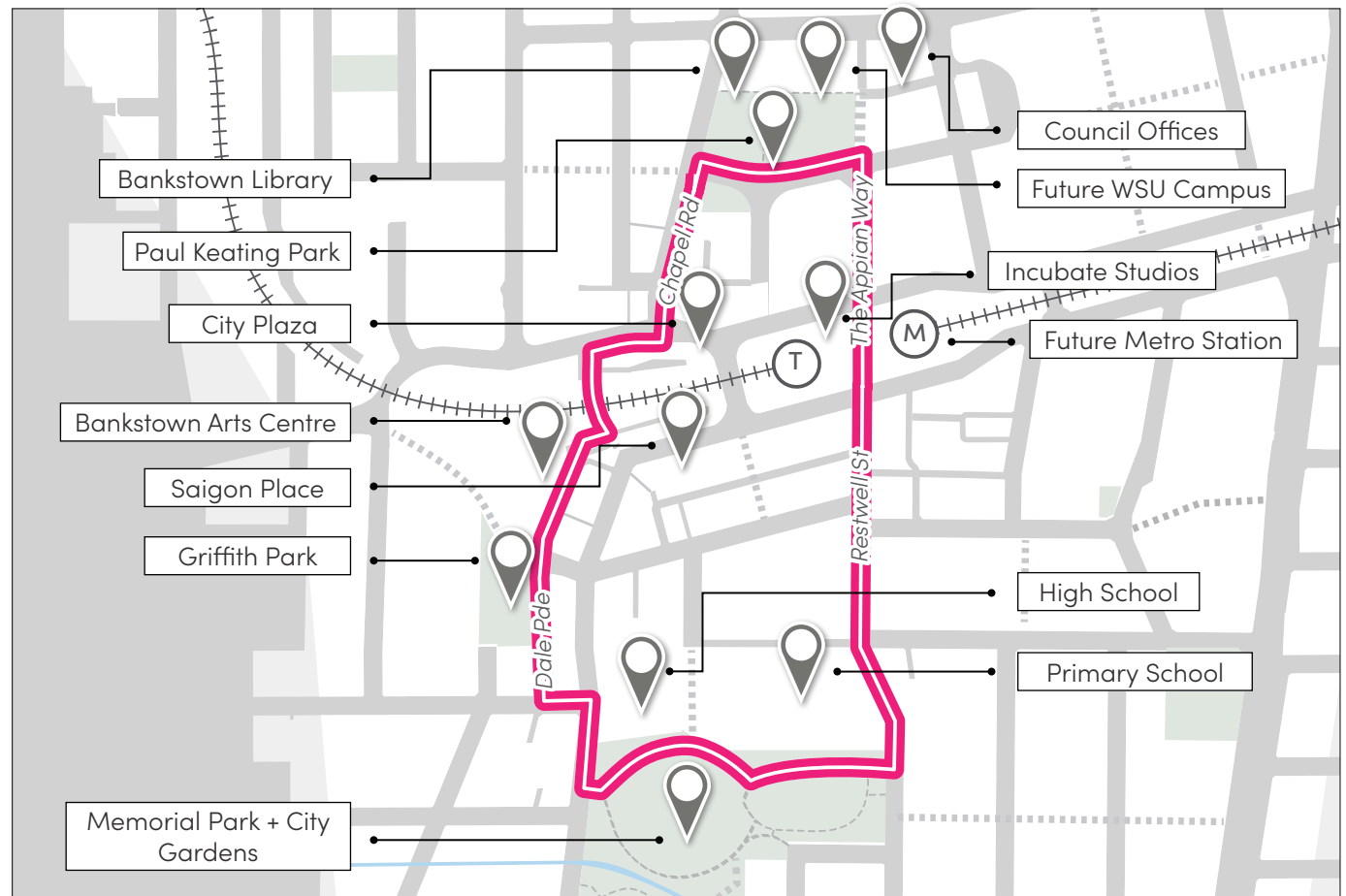
Parking in the CBD generates traffic and providing more parking spaces in the CBD will result in more trips on the CBD road network. In line with what other city centres are doing, and due to the excellent alternative transport services in Bankstown, it is recommended to **introduce maximum parking caps for developments within 400m of the station** to attract car-free households and/or those who will utilise bus and transport services.

CULTURAL TRAIL

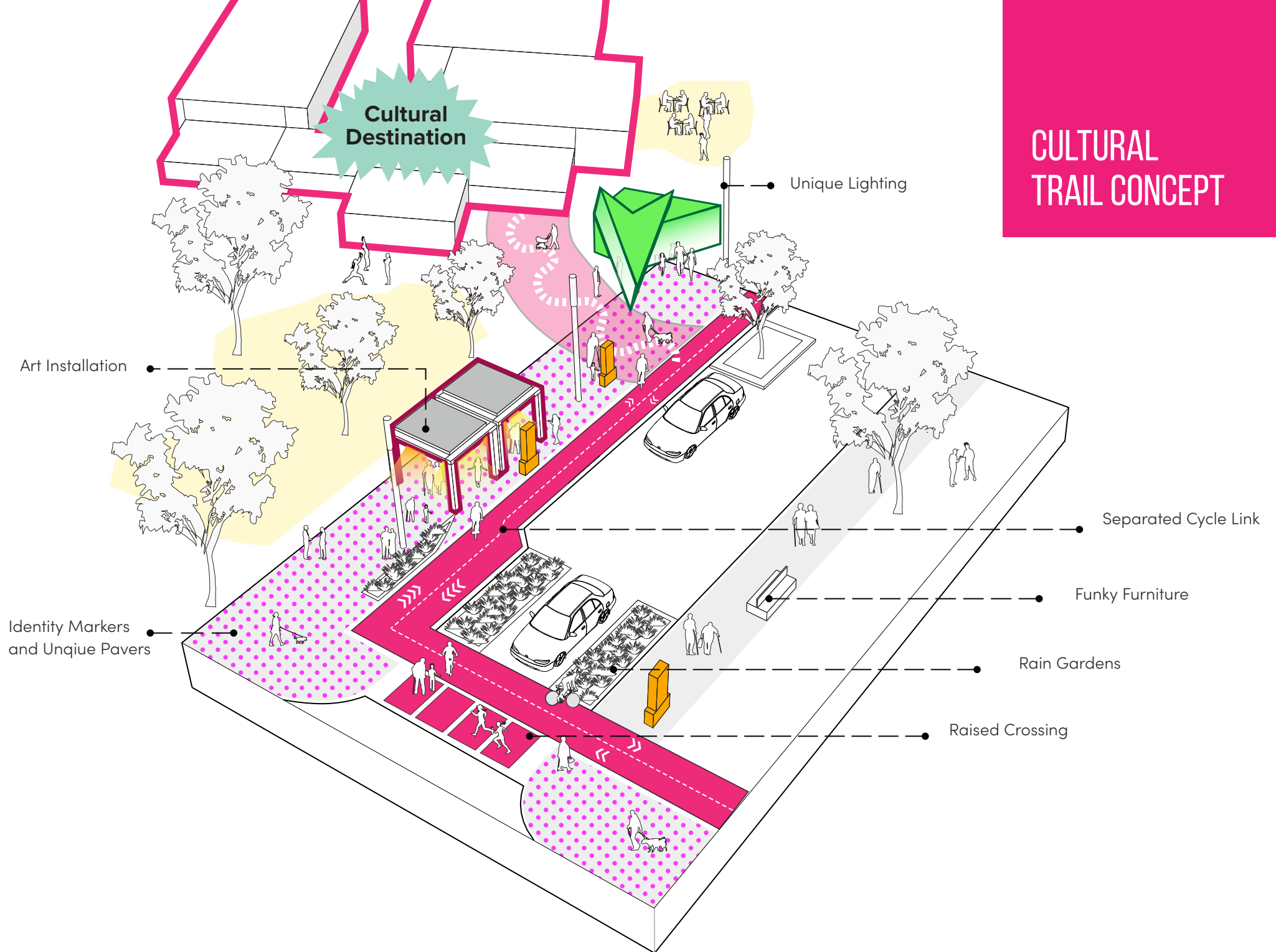


Multi-Modal Cultural Trail

Embedded in the Master Plan is a 'cultural trail' that links cultural destinations in the CBD. The trail can include special differentiators to help users and visitors with wayfinding to different destinations. Techniques include: materiality, unique lighting, signage, art installations, embellished plantings and identity markers. These features can be utilised on the cycle paths and adjacent footpath and become an iconic multi-modal destination unto itself. The multi-modal cultural trail can not only encourage sustainable travel and stormwater management, but can also celebrate and connect Bankstown's unique cultural identity.



CULTURAL TRAIL CONCEPT

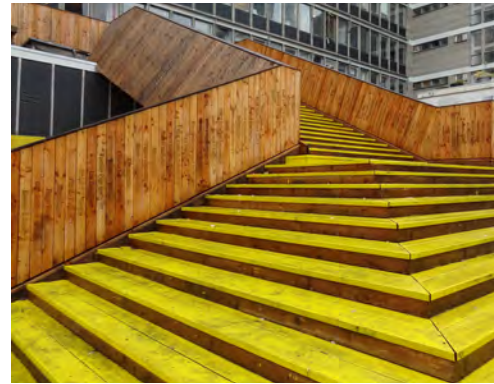


HOW MIGHT THE CULTURAL TRAIL EXPRESS THE CHARACTER OF BANKSTOWN?



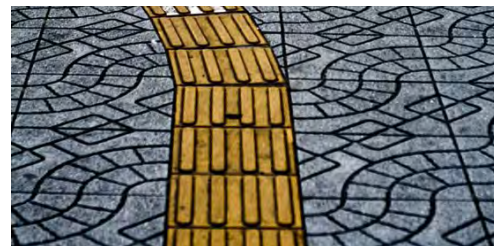
Furniture

Benches, tables and other objects can offer creative expression, as well as comfort and amenity to all



Materiality

Bright colours, playful symbols and tactile surfaces bring the trail to life



Lighting

Lighting not only improves safety at night, but can be part of art installations and enhance the trail identity



Wayfinding

Build off Bankstown's existing strong branding to create a consistent and eye-catching family of signage



Public art

Murals, sculptures, lighting and other forms of public art can act as 'pause points' along the trail, engaging local artists and expressing local themes



Rain Gardens

Rain gardens, vegetation buffers, street planting and landforms can all offer visual delight and adopt creative forms



Multi-modal design

Embraced alongside through cycle-infrastructure are access-friendly paths for all footpath users, efficient links, and clear signage



“

The Cultural Trail has changed our city. The impact is significant and will continue for years ahead.

– Indianapolis Mayor Greg Ballard, July 2015

In Indianapolis, property value within one block of their Cultural Trail increased 148% in the last 10 years.

POLICY RECOMMENDATIONS

To support the physical street and transport upgrades, the following are required:

- Adopt Bankstown Complete Streets and the transport and streetscape design Master Plan.
- Update S94 contributions plan to include Complete Street recommendations and enforce in all DAs.
- Update Capital works program and budgets to implement Complete Streets.
- Prepare an updated Public Domain Technical Manual.
- Prepare a Street Design Manual that includes a process and assessment criteria for detailed design to ensure that the vision and principles in the concepts are maintained (Council item 10.4 April 2018).
- Update the DCP with recommended setback/ road widenings, mid-block connections, awnings, and reduced parking standards (no minimum and add maximums within CBD).
- Establish a Transport Working Group to coordinate and implement more strategic decisions and designs than Traffic Committee.
- Undertake detailed investigations into smart parking technology for all Council parking (on and off street) including realtime monitoring, digital wayfinding signs and apps, supplying open data to third parties and also smart speed bumps (Council item 10.6 May 2018).
- Initiate and coordinate an Active Transport Program (there are 9 schools + Tafe + Uni within 1km of CBD) including safety measures, information, and supervision etc.
- Work with TfNSW to gain approval for amended bus routes, bus stops and a new consolidated station and bus layover.
- Develop policy position on providing dedicated spaces for car sharing, ride services, EV charging and AVs including locations, design and fees.
- Become signatory to the Shared Mobility Principles www.sharedmobilityprinciples.org.

Proposed transformation of Lady Cutler Avenue



07

CONCEPT DESIGN





07

CONCEPT DESIGN

Complete Streets Concept Designs

This chapter outlines concept designs for the CBD streets based on the Master Plan and strategies outlined in the previous chapters.

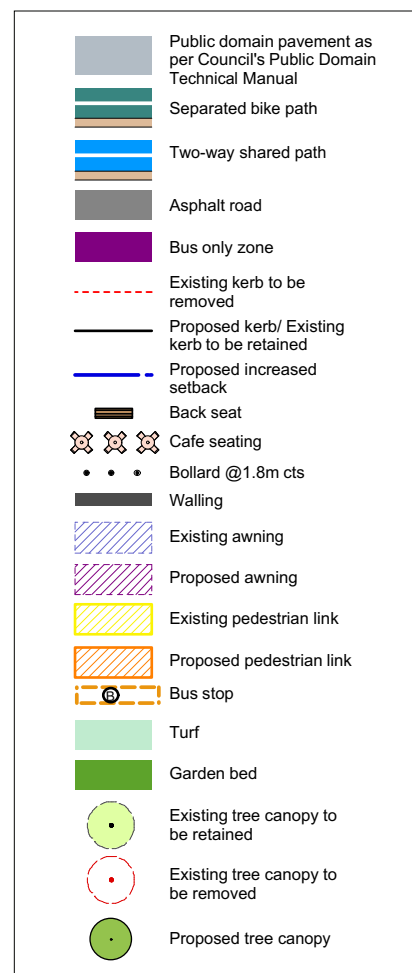
The concepts illustrate the long term opportunities for enhancement of the CBD and provide a guide for the detailed design of each street.

These concepts are based on high level base information and are indicative only in their resolution. Detailed site survey and analysis will be applicable to each to take the concepts to the next level of design.

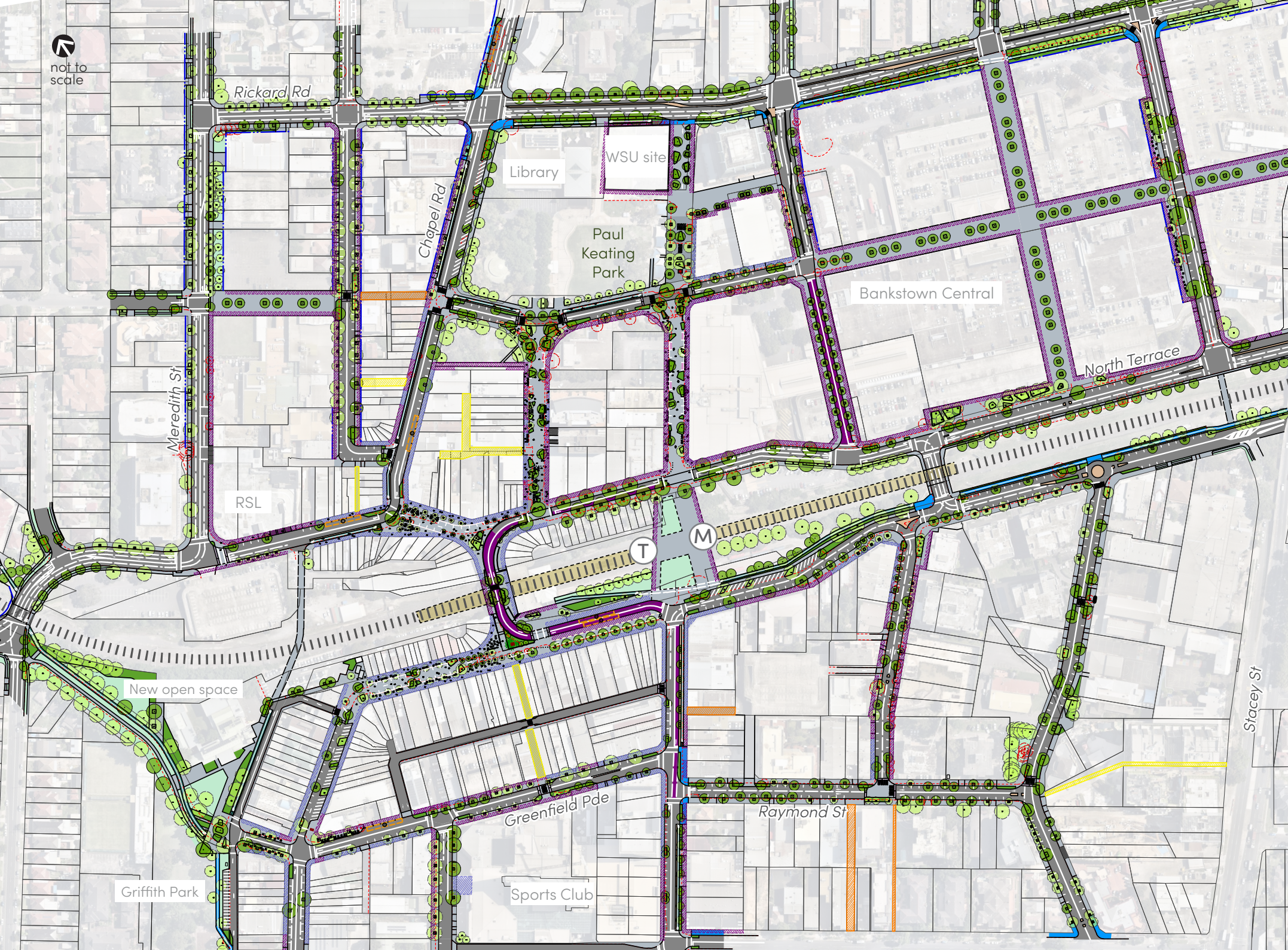
Each street is shown in further detail on the following pages (each name is linked to the corresponding page):

[Rickard Rd West \(p.148\)](#)
[Rickard Rd Central \(p.150\)](#)
[Rickard Rd East \(p.152\)](#)
[Meredith Street \(p.156\)](#)
[Kitchener Parade \(p.160\)](#)
[Chapel North Road \(p.164\)](#)
[The Mall \(p.170\)](#)
[Fetherstone Street \(p.174\)](#)
[The Appian Way \(p.178\)](#)
[Jacobs Street \(p.184\)](#)
[Lady Cutler Avenue \(p.188\)](#)
[City Plaza North \(p.192\)](#)
[City Plaza Central \(p.196\)](#)
[Marion Street West \(p.198\)](#)
[North Terrace West \(p.204\)](#)

[North Terrace East \(p.206\)](#)
[Bankstown City Plaza South \(p.210\)](#)
[South Terrace \(p.216\)](#)
[Chapel Road South \(p.222\)](#)
[Greenfield Parade \(p.226\)](#)
[Raymond Street \(p.230\)](#)
[West Terrace \(p.234\)](#)
[East Terrace / Cross Street \(p.238\)](#)
[Olympic Parade \(p.242\)](#)
[Dale Parade \(p.246\)](#)
[Mona Street \(p.250\)](#)
[Stewart Lane \(p.254\)](#)
[Restwell Street \(p.258\)](#)



not to scale



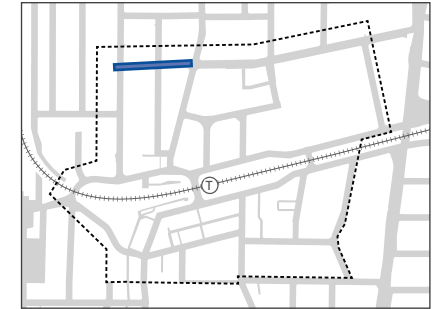
07

RICKARD ROAD WEST

Existing Plan



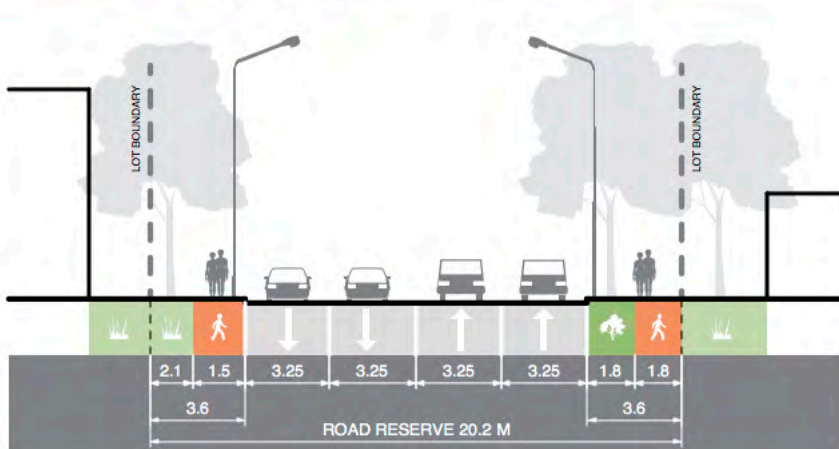
Proposed Plan



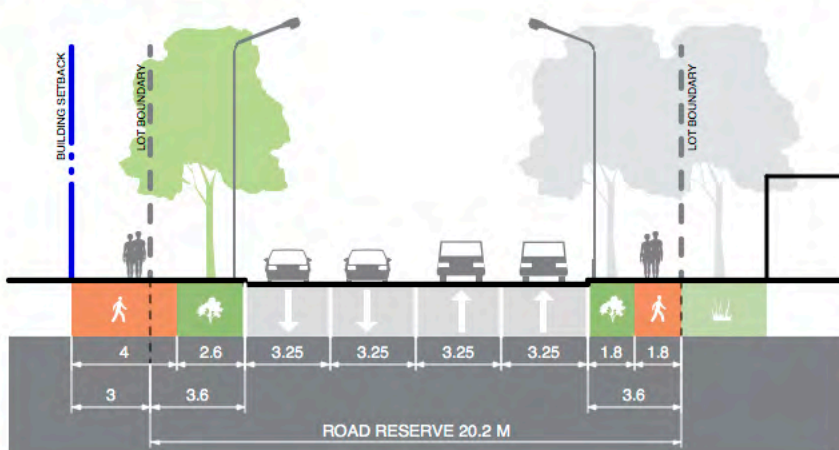
	Public domain pavement as per Council's Public Domain Technical Manual
	Separated bike path
	Two-way shared path
	Asphalt road
	Bus only zone
	Existing kerb to be removed
	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

RICKARD ROAD WEST

Existing Section



Proposed Section



Future Street Character

Part of the ring road providing good access to the edges of the CBD and carparks and providing an attractive tree-lined gateway to the CBD.

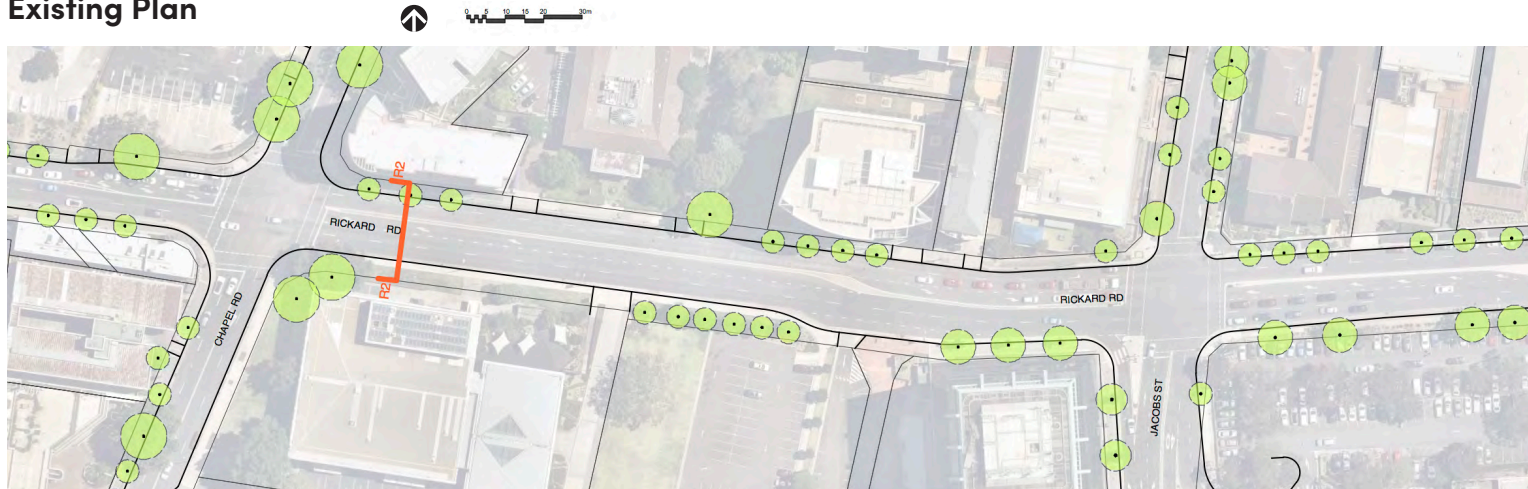
Key Changes

- Provide additional right turn lane on Chapel St southbound into Rickard Rd.
- Provide additional right turn lane on Meredith St northbound into Rickard Rd.
- Provide additional street trees and underplanting to create a distinct continuous tree-lined ring road and gateway to the CBD.
- Increase building setbacks to provide wider footpaths and tree planting zones.
- Underground powerlines to enable full tree canopy growth.
- Upgrade footpath paving as per PDTM.
- Re-open Kitchener Parade north as part of adjoining redevelopment.

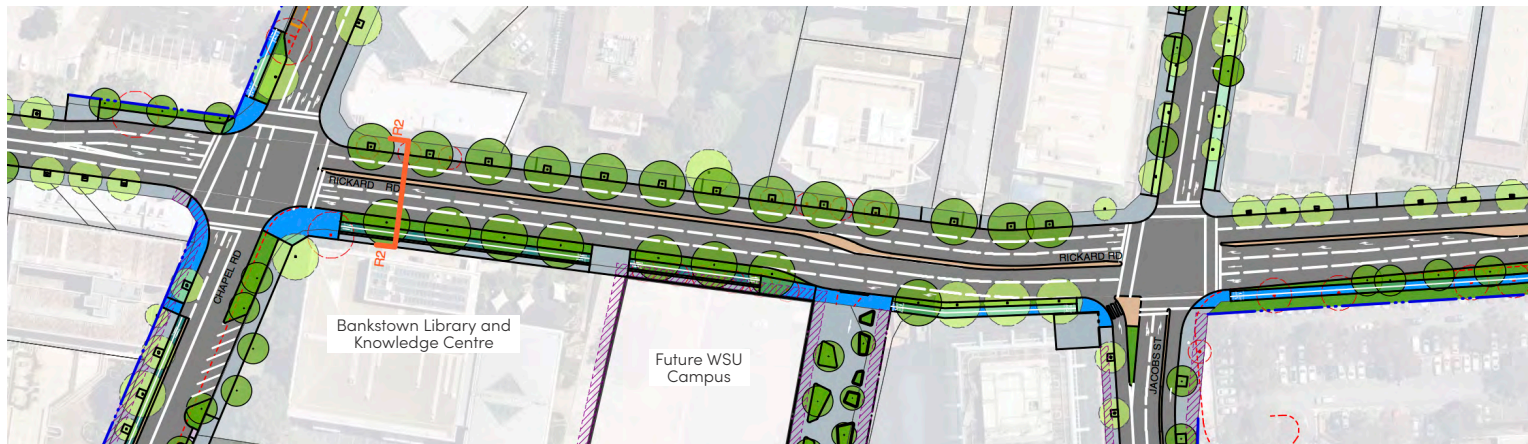
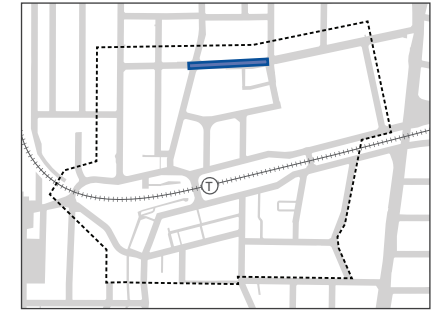
07

RICKARD ROAD CENTRAL

Existing Plan



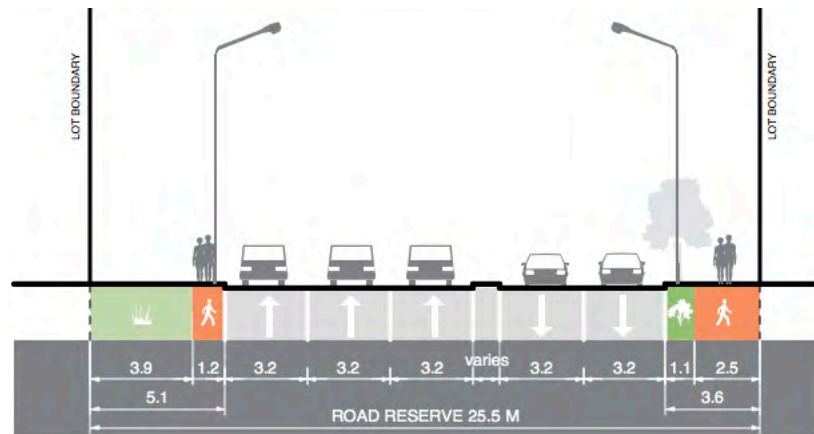
Proposed Plan



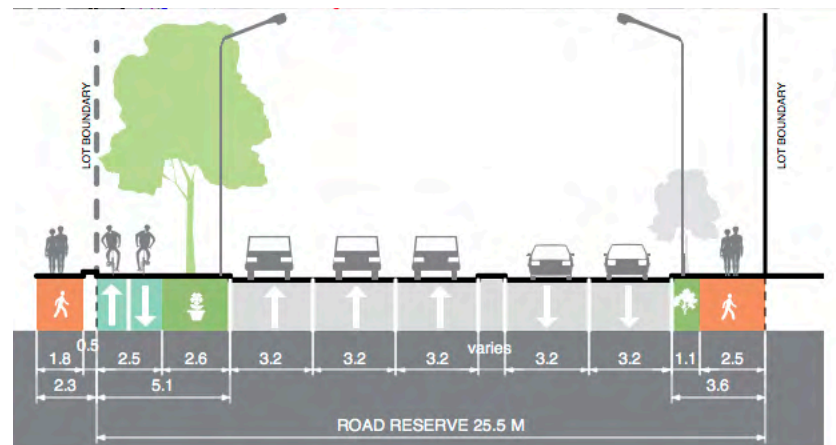
	Public domain pavement as per Council's Public Domain Technical Manual
	Separated bike path
	Two-way shared path
	Asphalt road
	Bus only zone
	Existing kerb to be removed
	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

RICKARD ROAD CENTRAL

Existing Section



Proposed Section



Future Street Character

Part of the ring road providing good access to the edges of the CBD and carparks and providing an attractive tree-lined gateway to the CBD.

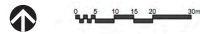
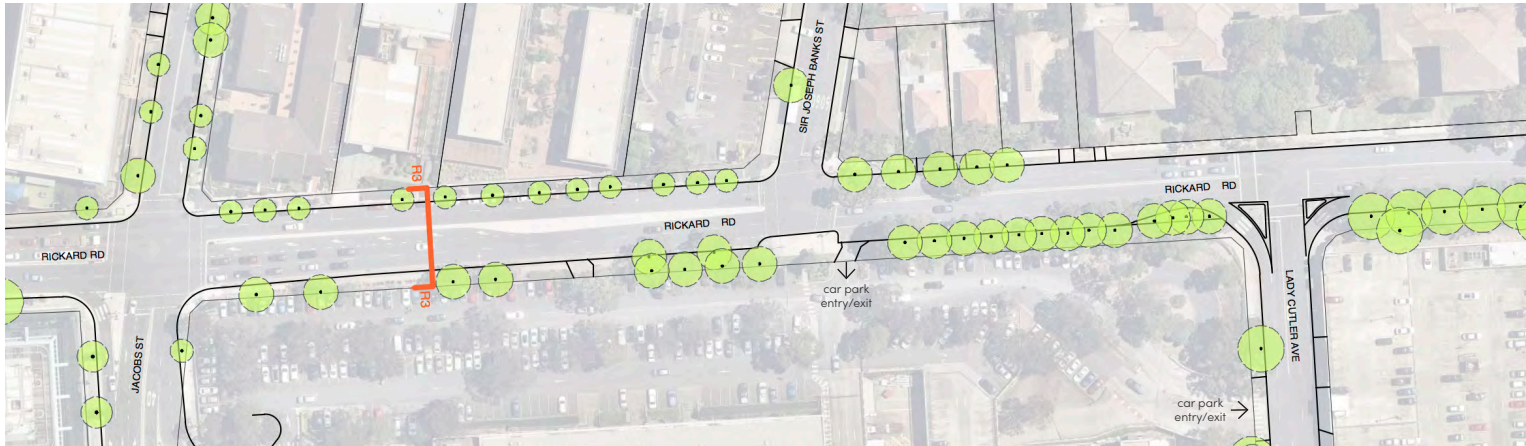
Key Changes

- Provide additional street trees and underplanting to create a distinct continuous tree-lined ring road and gateway to the CBD.
- Provide a two-way shared path along the south side.
- Underground powerlines to enable full tree canopy growth.
- Upgrade footpath paving as per PDTM.

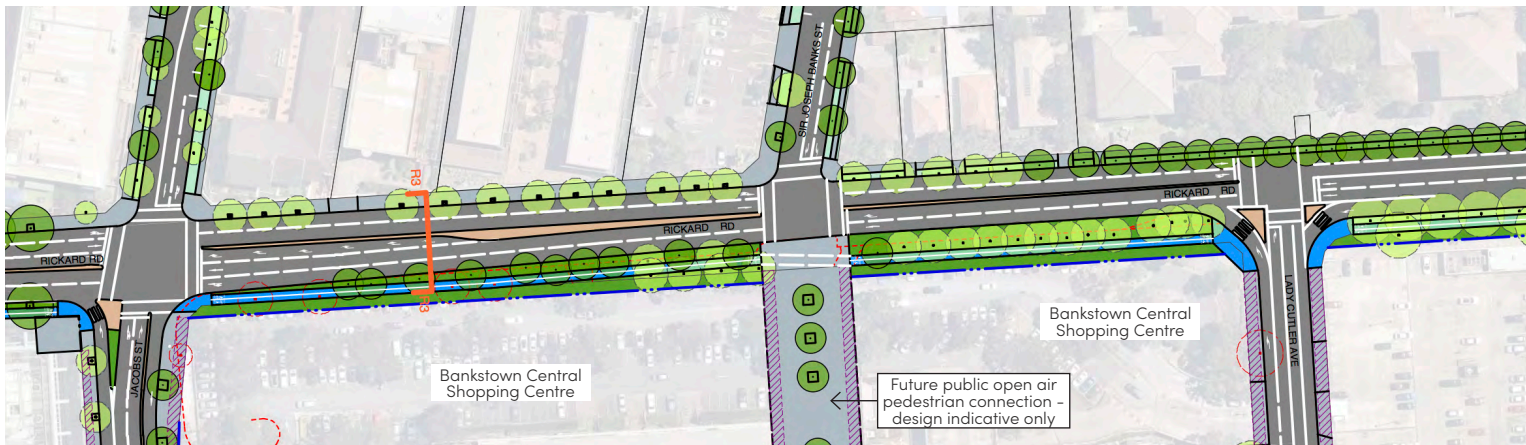
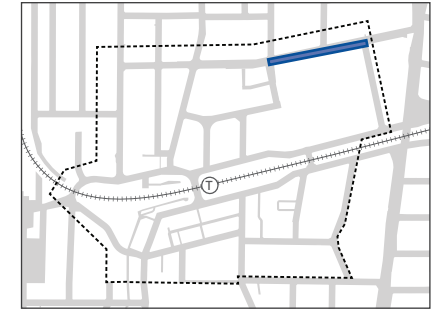
07

RICKARD ROAD EAST

Existing Plan



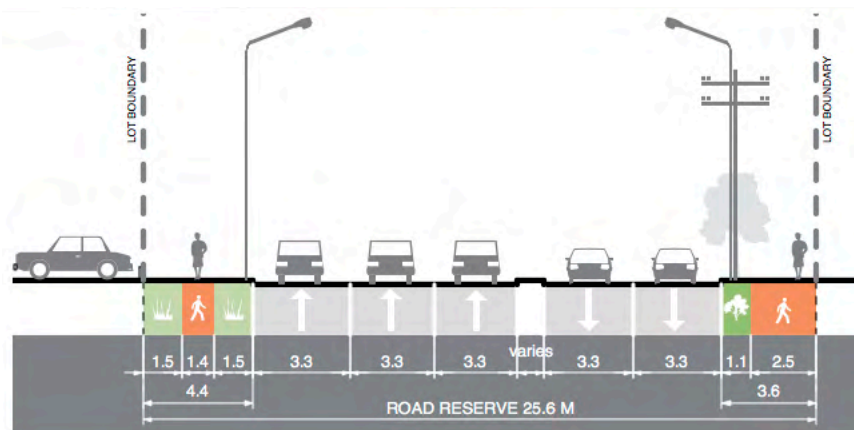
Proposed Plan



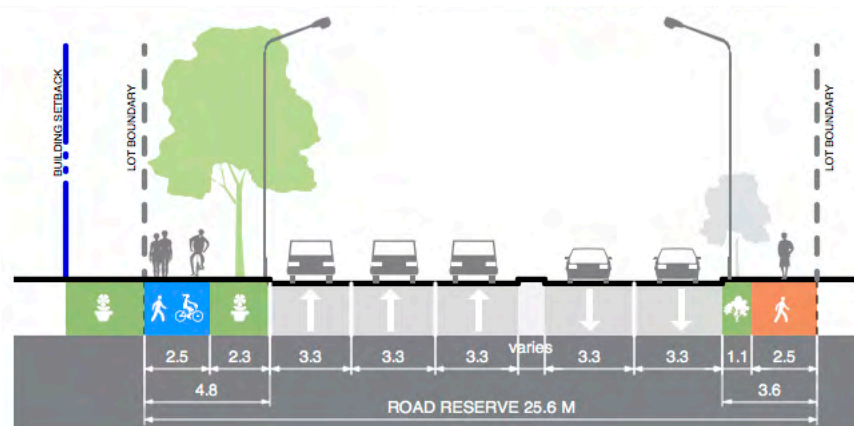
	Public domain pavement as per Council's Public Domain Technical Manual
	Separated bike path
	Two-way shared path
	Asphalt road
	Bus only zone
	Existing kerb to be removed
	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

RICKARD ROAD EAST

Existing Section



Proposed Section



Note – existing street parking retained outside clearway times

Future Street Character

Part of the ring road providing good access to the edges of the CBD and carparks and providing an attractive tree-lined gateway to the CBD.

Key Changes

- Provide additional street trees and underplanting to create a distinct continuous tree-lined ring road and gateway to the CBD.
- Provide a two-way shared path along the south side.
- Underground powerlines to enable full tree canopy growth.
- Upgrade footpath paving as per PDTM.

07

RICKARD ROAD

Existing View (looking East)

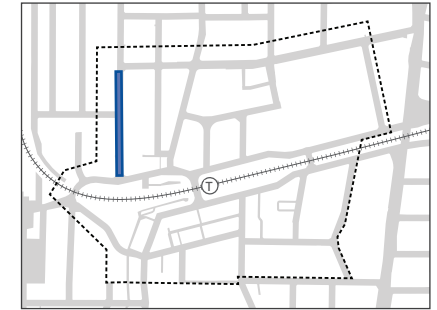


RICKARD ROAD

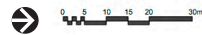
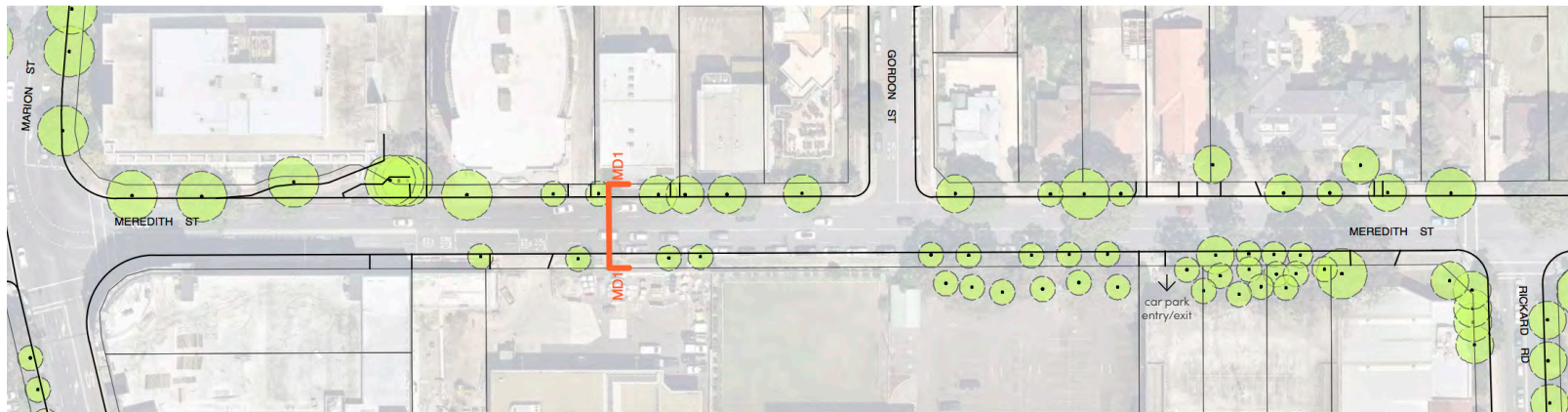
Proposed View (looking East)



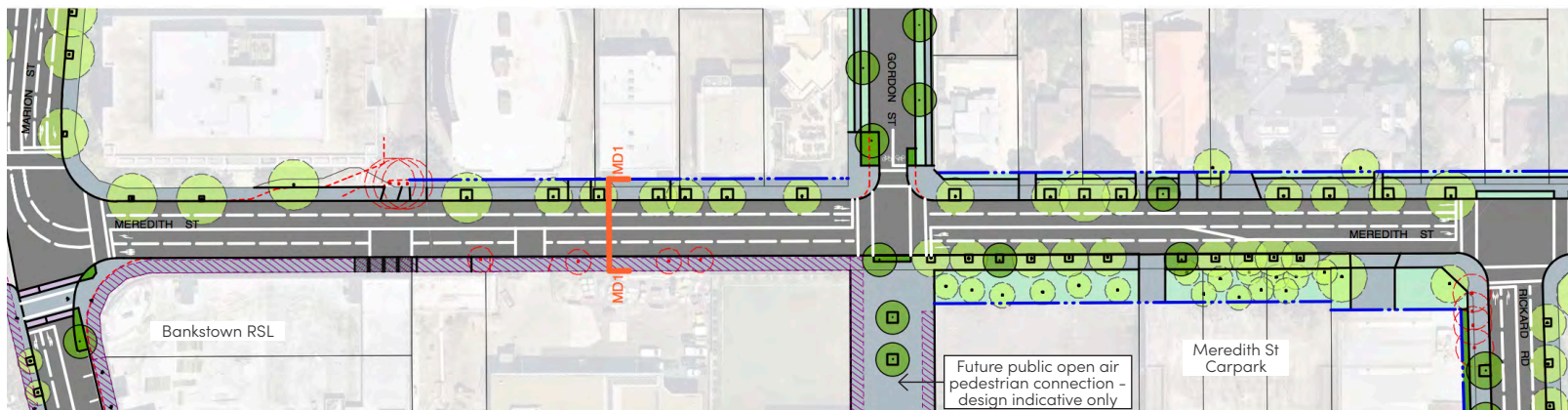
07 MEREDITH STREET



Existing Plan



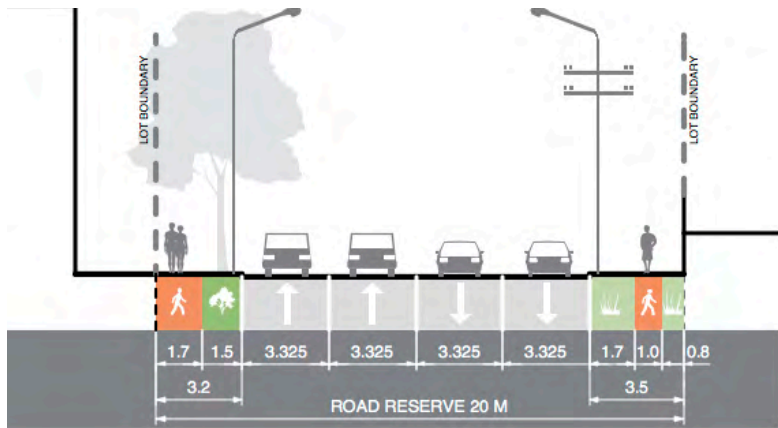
Proposed Plan



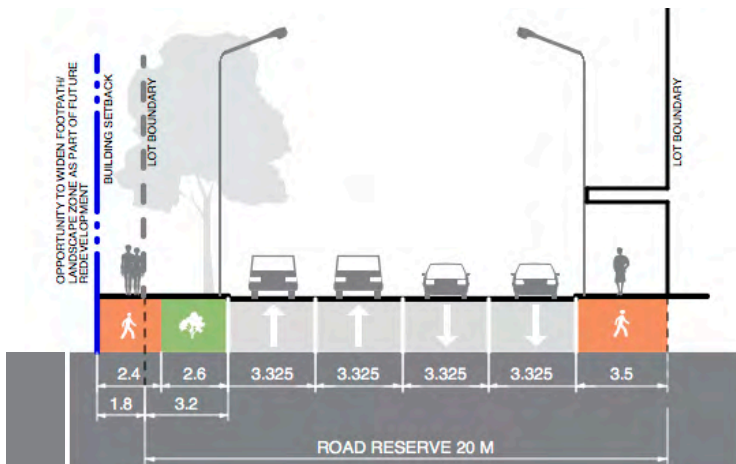
	Public domain pavement as per Council's Public Domain Technical Manual
	Separated bike path
	Two-way shared path
	Asphalt road
	Bus only zone
	Existing kerb to be removed
	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

MEREDITH STREET

Existing Section



Proposed Section



Note – existing street parking retained outside clearway times

Future Street Character

Part of the ring road providing good access to the edges of the CBD and carparks and providing an attractive tree-lined gateway to the CBD.

Key Changes

- Signalise intersection with Gordon Street to improve east-west connection.
- Increase building setbacks to enable wider footpaths and tree planting zone.
- Provide additional street trees and underplanting to create a distinct continuous tree-lined ring road and gateway to the CBD.
- Underground powerlines to enable full tree canopy growth.
- Remove slip lane to building on the corner of Meredith/ Marion St.
- Upgrade footpath paving as per PDTM.

07

MEREDITH STREET

Existing View (looking South)



MEREDITH STREET

Proposed View (looking South)

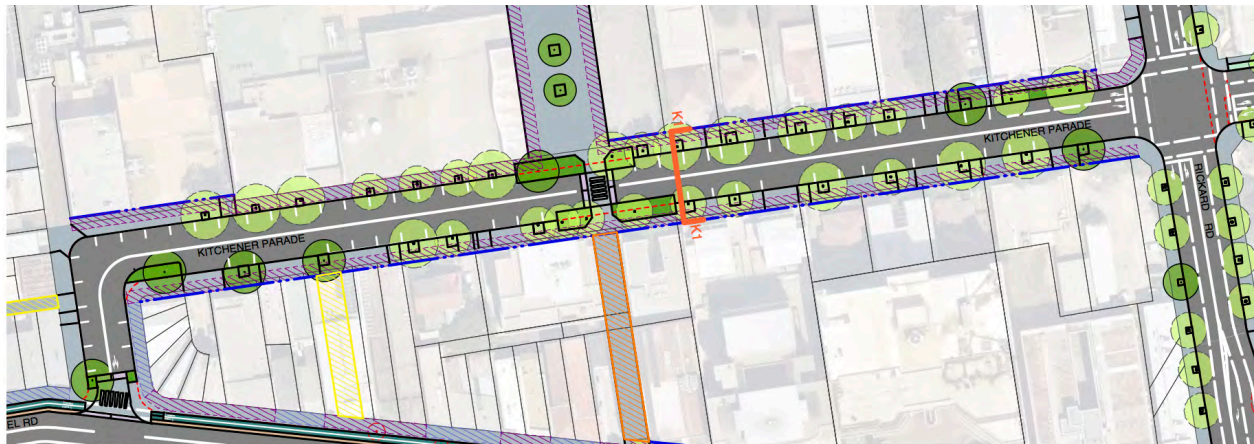
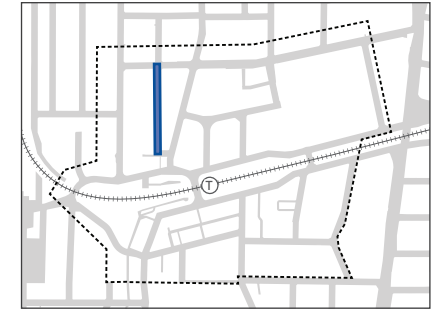


07 KITCHENER PARADE

Existing Plan



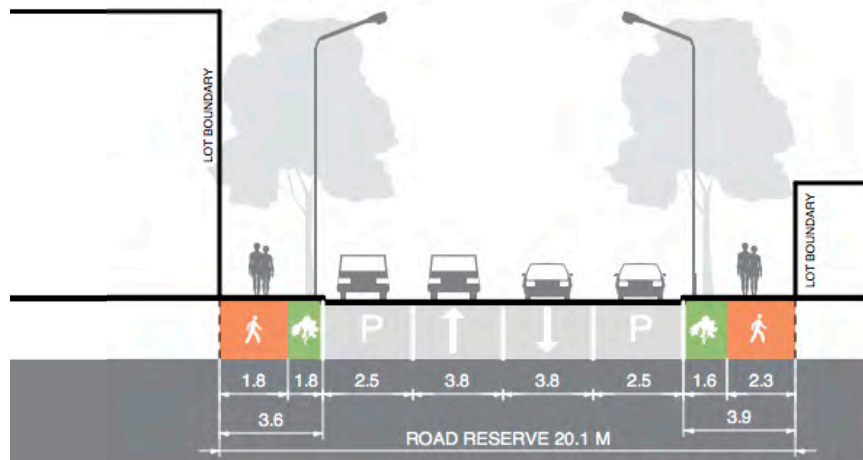
Proposed Plan



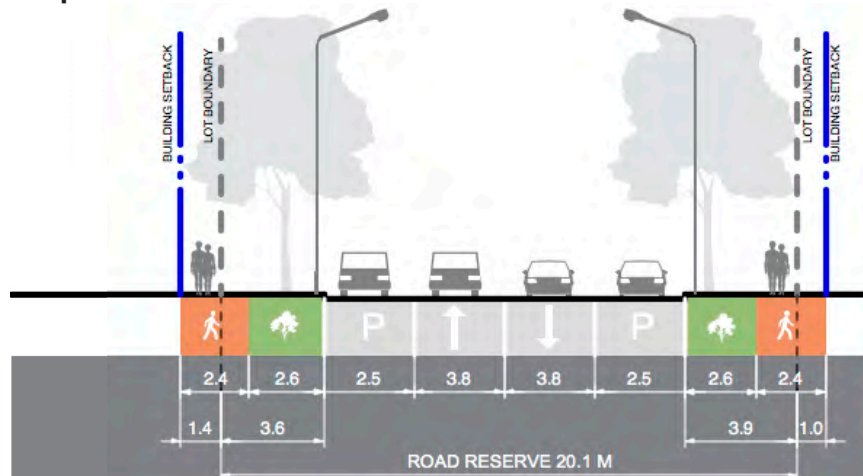
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	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

KITCHENER PARADE

Existing Section



Proposed Section



Future Street Character

A tree-lined pedestrian friendly street supporting high density mixed use development.

Key Changes

- Maintain existing street trees.
- Mandate mid-block pedestrian connection between Kitchen Pde and Chapel Rd.
- Increase building setbacks to enable wider footpaths and tree planting zone.
- Provide a raised pedestrian crossing aligned with new mid-block pedestrian connections.
- Upgrade footpath paving as per PDTM.
- Net loss of 2 on-street spaces (from 52 to 50).

07

KITCHENER PARADE

Existing View (looking South)



KITCHENER PARADE

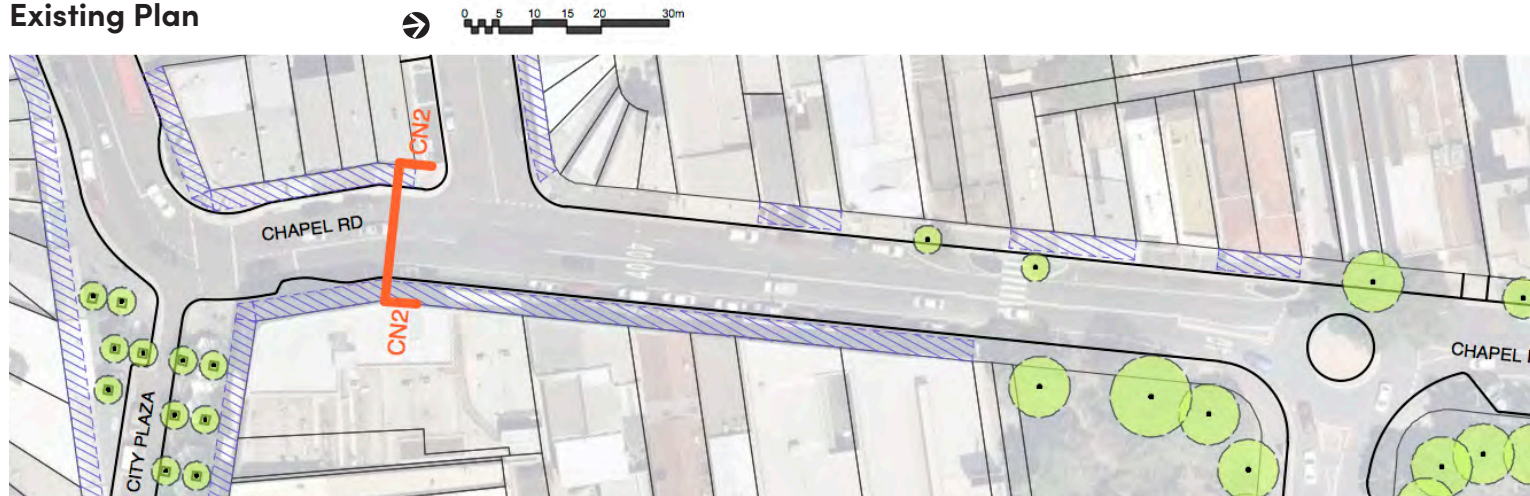
Proposed View (looking South)



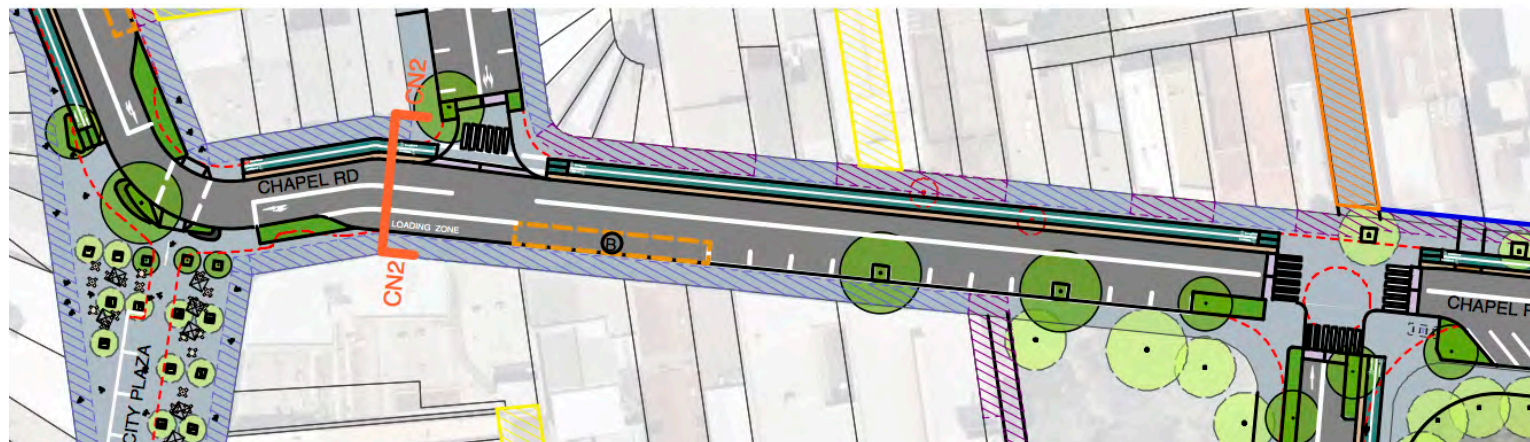
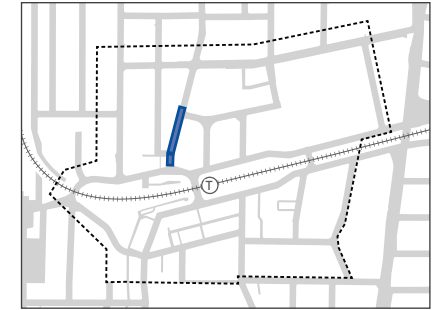
07

CHAPEL ROAD (A)

Existing Plan



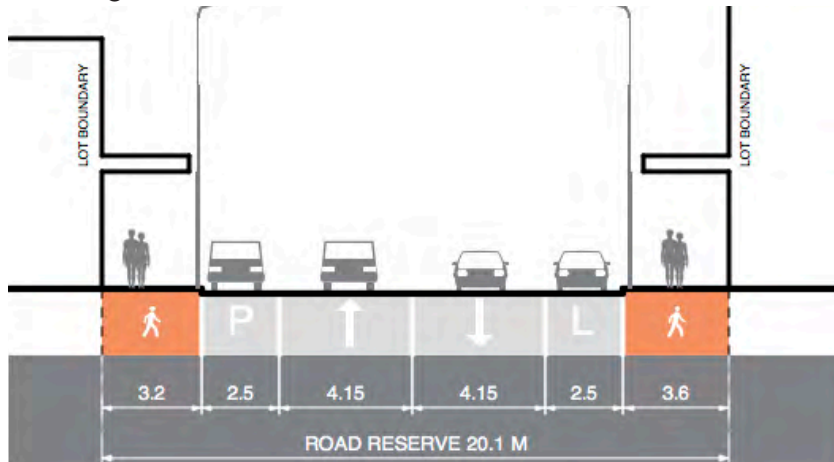
Proposed Plan



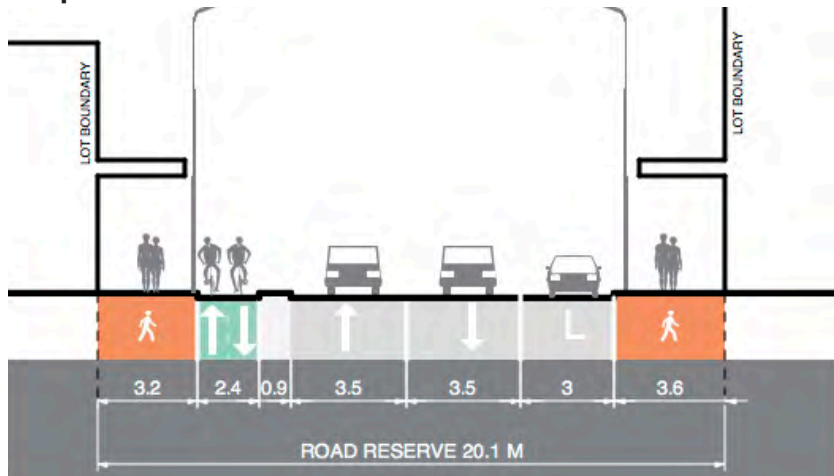
	Public domain pavement as per Council's Public Domain Technical Manual
	Separated bike path
	Two-way shared path
	Asphalt road
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	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

CHAPEL ROAD (A)

Existing Section



Proposed Section



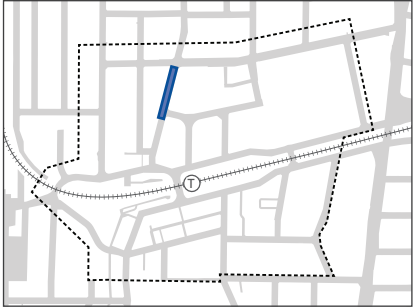
Future Street Character

An active commercial street providing an important pedestrian and cyclist connection from the rail station and CBD to Tafe and schools further north.

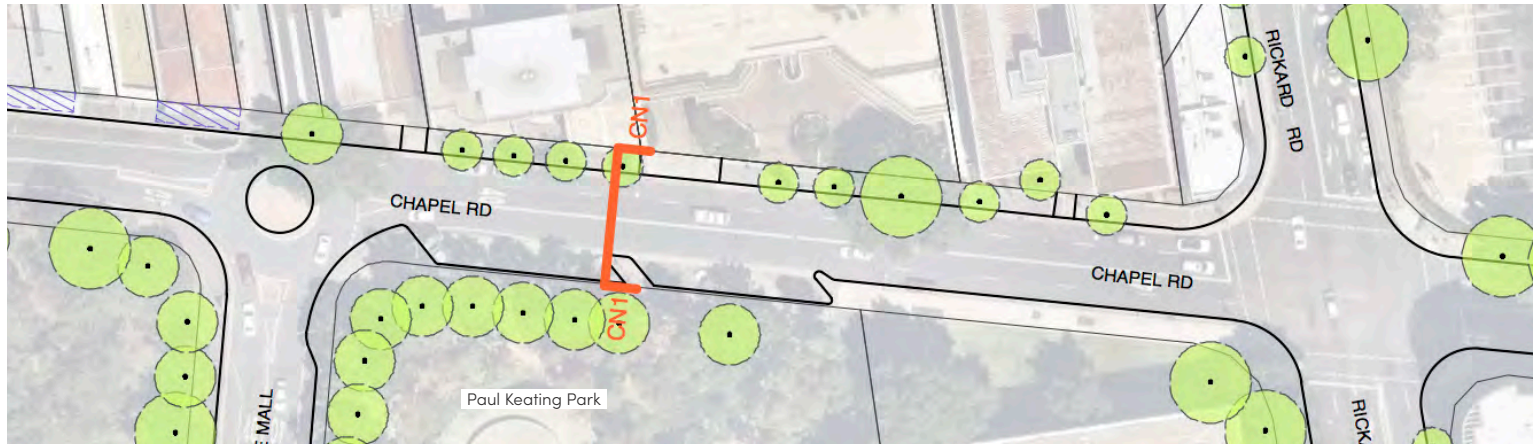
Key Changes

- Provide a two-way separated bike lane within existing parking lane.
- Replace roundabout at The Mall with raised pedestrian crossing.
- Existing bus stop on Marion St relocated to Chapel Rd.
- Provide additional street trees for enhanced amenity and traffic calming.
- Upgrade footpath paving as per PDTM.
- Net loss of 9 on-street parking bays (from 23 to 14).

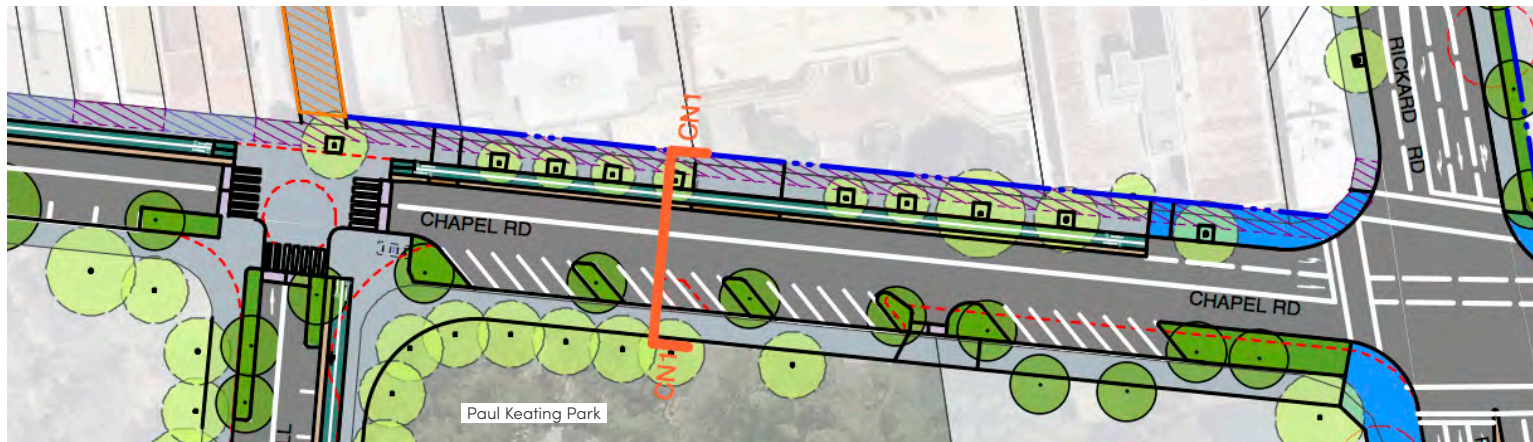
07 CHAPEL ROAD (B)



Existing Plan



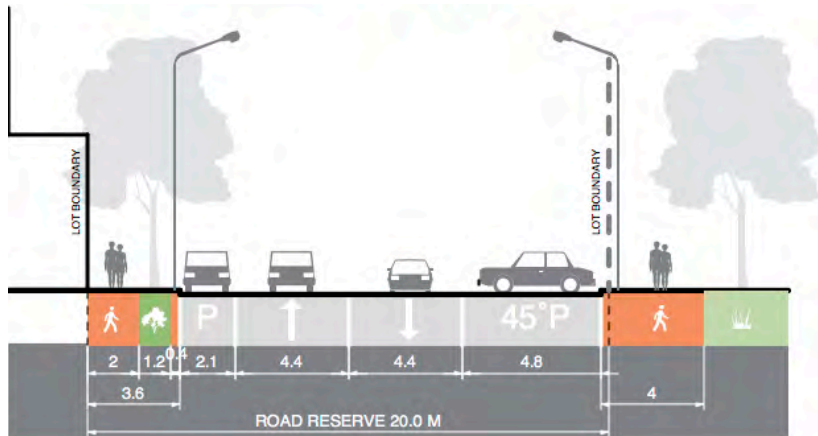
Proposed Plan



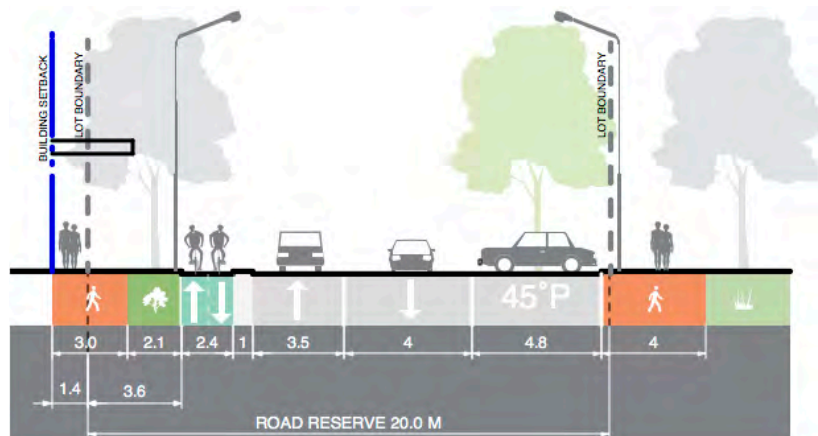
- | | |
|---|--|
|  | Public domain pavement as per Council's Public Domain Technical Manual |
|  | Separated bike path |
|  | Two-way shared path |
|  | Asphalt road |
|  | Bus only zone |
|  | Existing kerb to be removed |
|  | Proposed kerb/ Existing kerb to be retained |
|  | Proposed increased setback |
|  | Back seat |
|  | Cafe seating |
|  | Bollard @1.8m cts |
|  | Walling |
|  | Existing awning |
|  | Proposed awning |
|  | Existing pedestrian link |
|  | Proposed pedestrian link |
|  | Bus stop |
|  | Turf |
|  | Garden bed |
|  | Existing tree canopy to be retained |
|  | Existing tree canopy to be removed |
|  | Proposed tree canopy |

CHAPEL ROAD (B)

Existing Section



Proposed Section



Future Street Character

An active commercial street providing an important pedestrian and cyclist connection from the rail station and CBD to Tafe and schools further north.

Key Changes

- Provide a two-way separated bike lane within existing parking lane.
- Replace roundabout at The Mall with raised pedestrian crossing.
- Provide additional street trees for enhanced amenity and traffic calming.
- Upgrade footpath paving as per PDTM.
- Net loss of 10 on-street parking bays (from 32 to 22).

07

CHAPEL ROAD

Existing View (looking South)



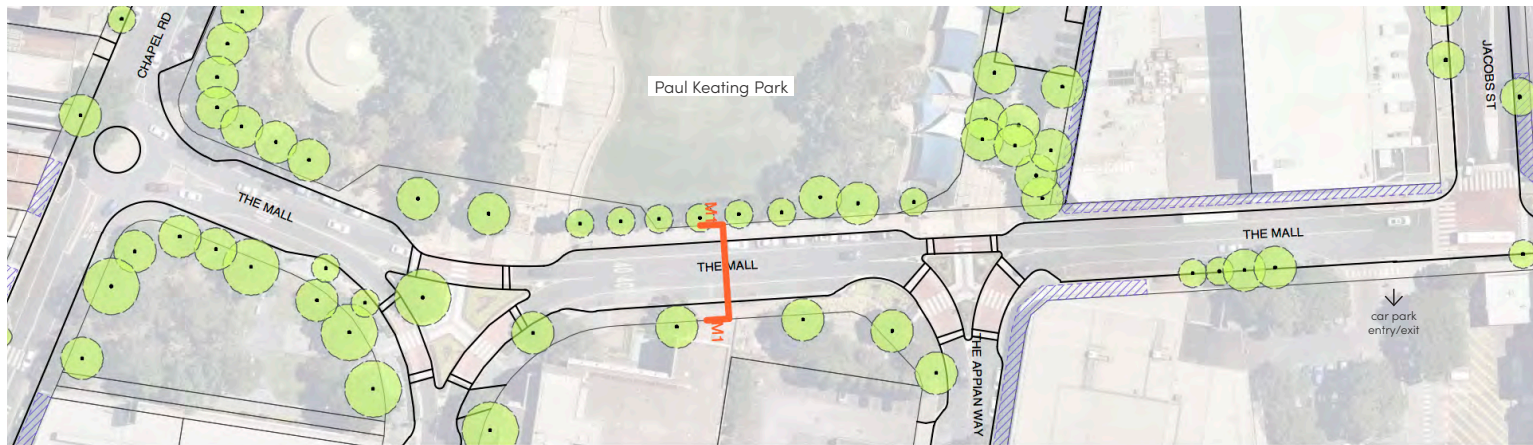
CHAPEL ROAD

Proposed View (looking South)

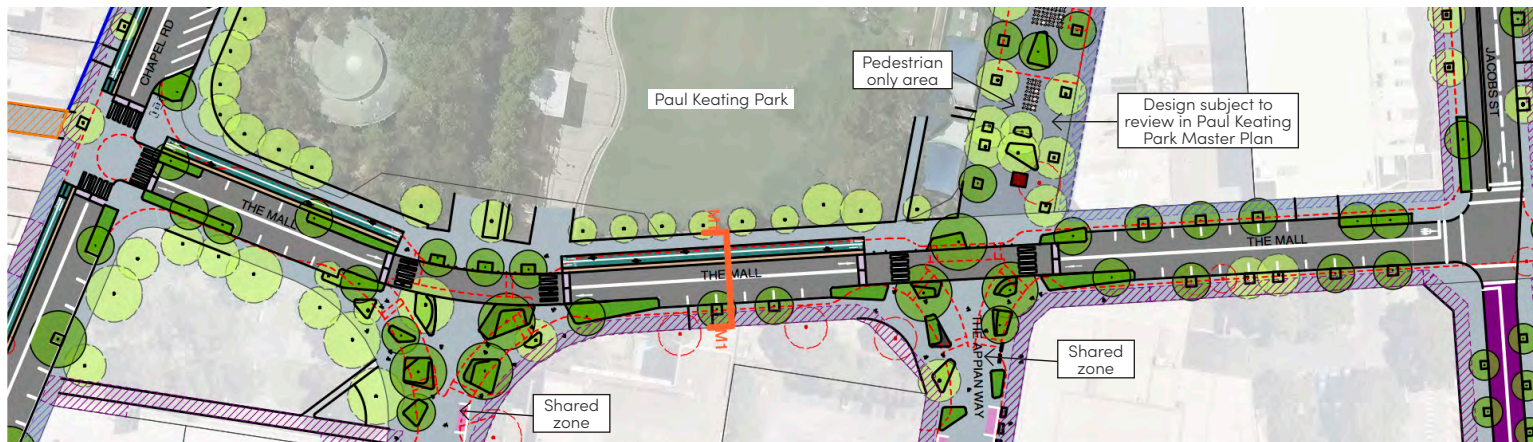
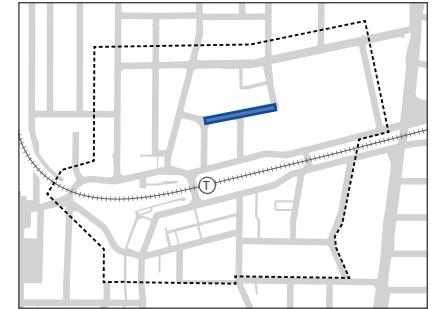


07 THE MALL

Existing Plan



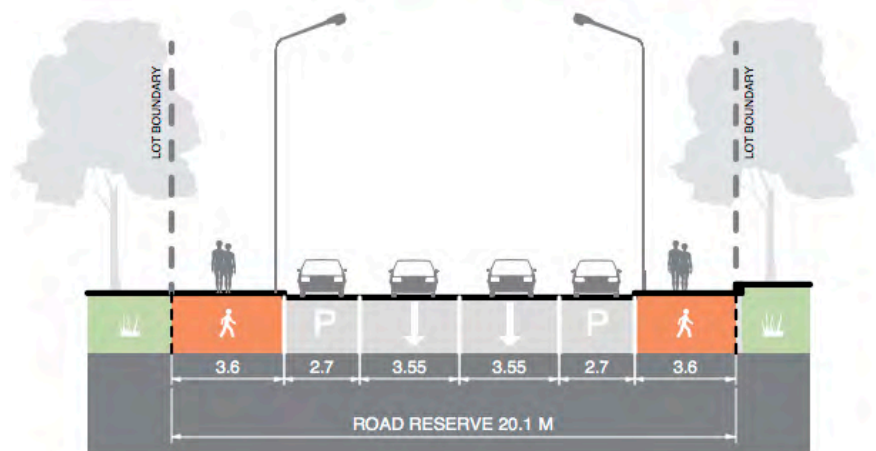
Proposed Plan



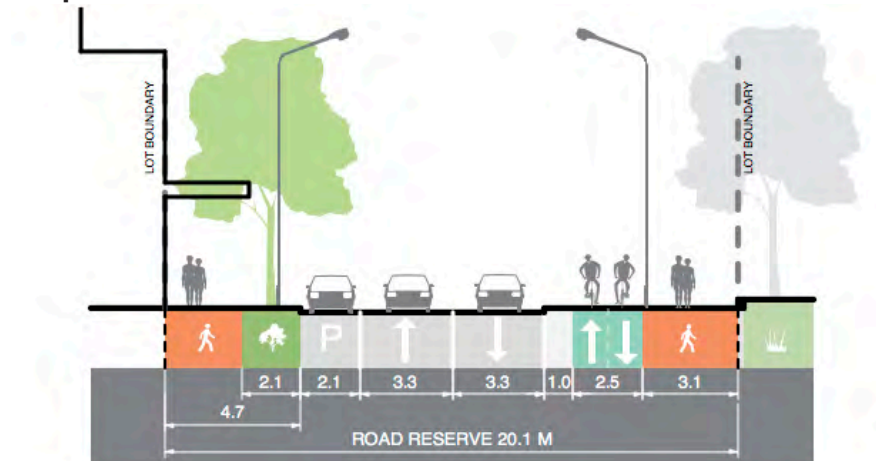
	Public domain pavement as per Council's Public Domain Technical Manual
	Separated bike path
	Two-way shared path
	Asphalt road
	Bus only zone
	Existing kerb to be removed
	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

THE MALL

Existing Section



Proposed Section



Future Street Character

A slow speed green street providing a key east-west pedestrian/cycle route to/from the civic precinct and accommodating key pedestrian crossings with raised threshold crossings.

Key Changes

- Buses re-routed off The Mall, Fetherstone St and The Appian Way.
- Convert to two-way for the full length.
- Replace roundabout at The Mall with raised pedestrian crossing.
- Simplified raised pedestrian crossings at intersections with The Appian Way and Fetherstone St.
- Provide a two-way separated bike lane on northern side.
- Provide additional street trees for enhanced amenity and traffic calming.
- Upgrade footpath paving as per PDTM.
- Net loss of 2 x on-street parking spaces (from 30 to 28).

07

THE MALL

Existing View (looking East)



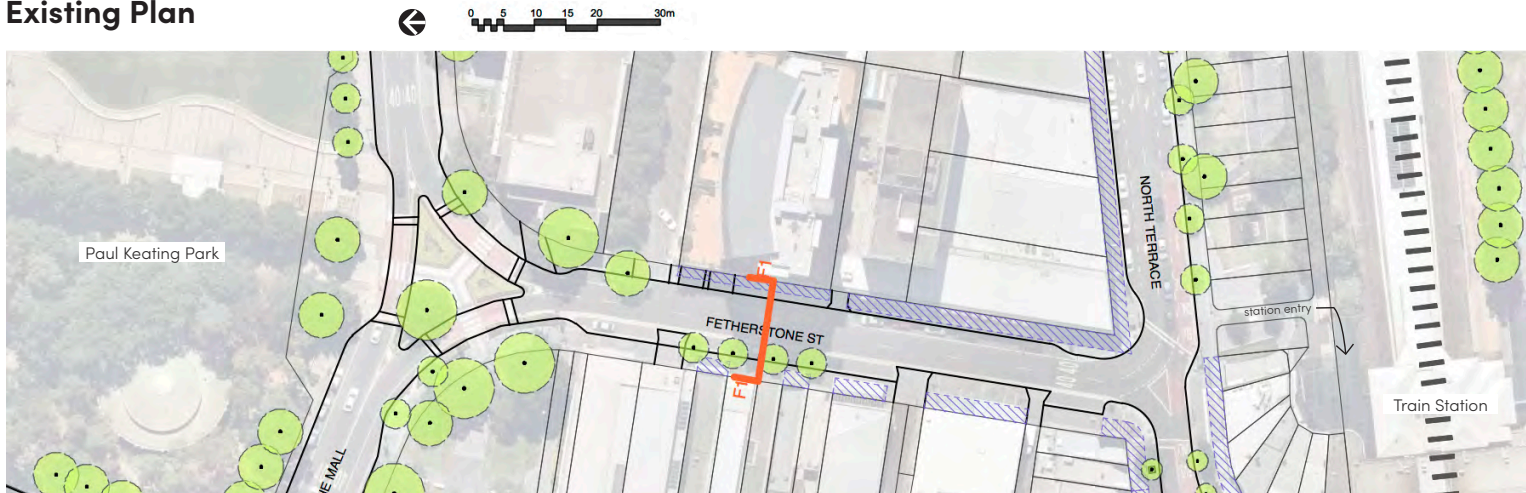
THE MALL

Proposed View (looking East)

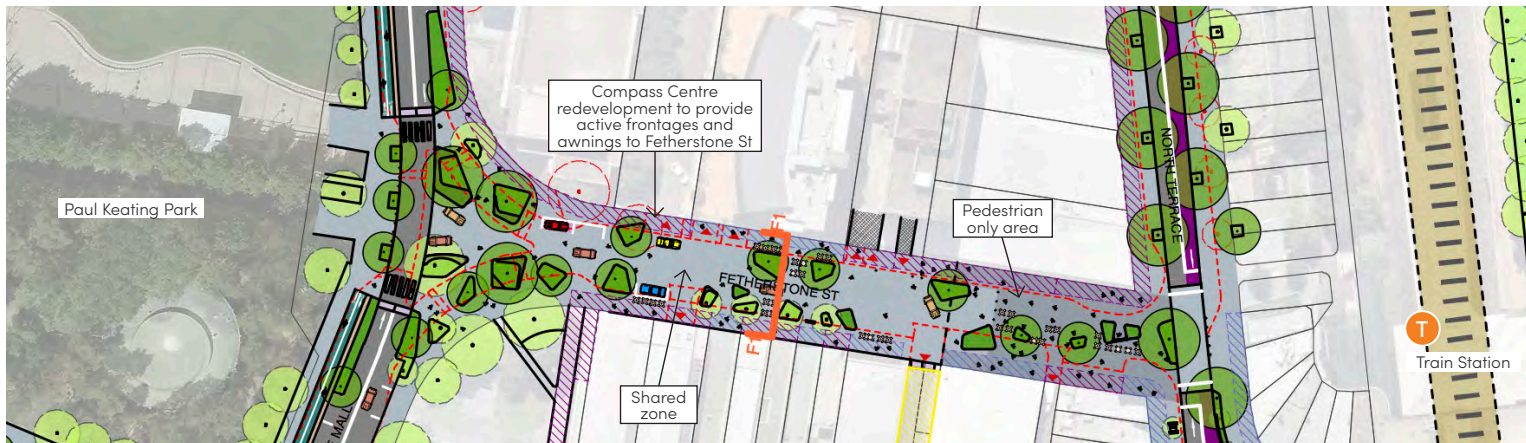
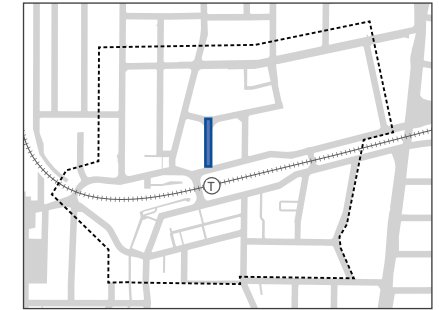


07 FETHERSTONE STREET

Existing Plan



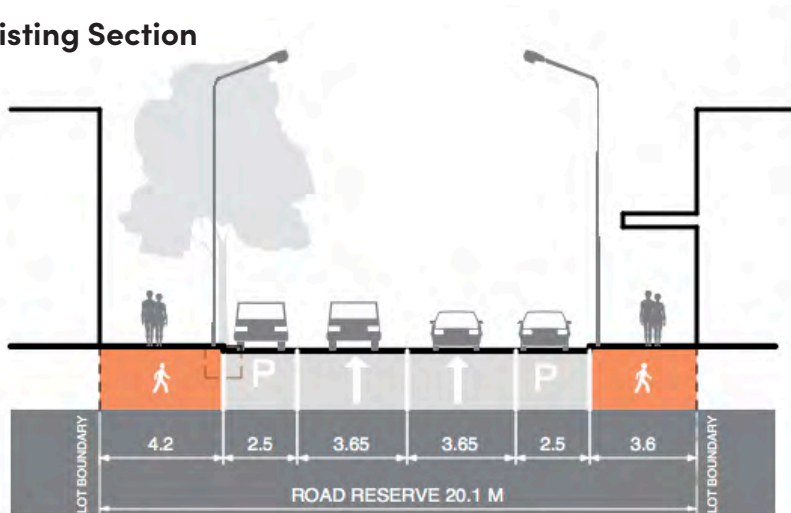
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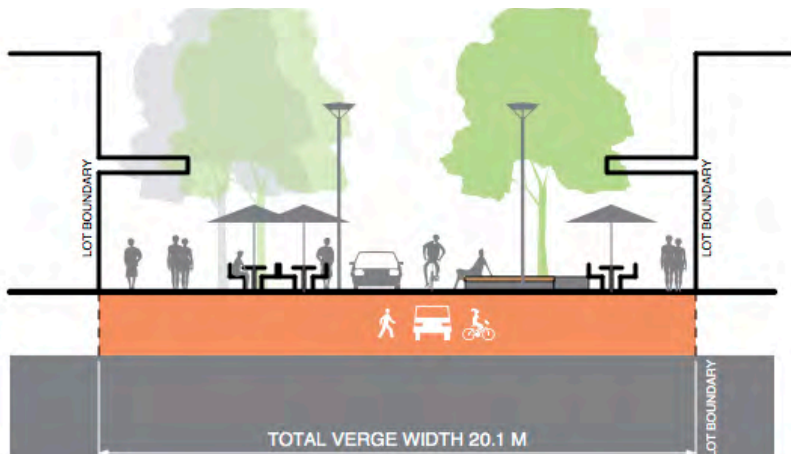
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	Two-way shared path
	Asphalt road
	Bus only zone
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	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

FETHERSTONE STREET

Existing Section



Proposed Section



Future Street Character

Part of the street becomes an urban plaza and the remainder becomes a pedestrian-focused shared zone creating a new vibrant destination in the CBD linking the rail station to the civic precinct.

Key Changes

- Converted from a busy one-way street to a two-way shared space with 10km/hr for high pedestrian volumes.
- Buses re-routed off The Appian Way, Fetherstone St and The Mall.
- Southern end near rail station converted to a new urban plaza.
- All access to driveways/ laneways retained, and access to loading docks retained with removable bollards.
- Intersection with North Tce remains signalised but no turn into Fetherstone St and longer pedestrian phases.
- Pave street level with the footpath.
- Provide additional street trees for enhanced amenity and traffic calming.
- Provide additional seating.
- Provide three-phase power for street events.
- Net loss of 15 on-street parking bays (from 17 to 2).

07

FETHERSTONE STREET

Existing View (looking North)



FETHERSTONE STREET

Proposed View (looking North)



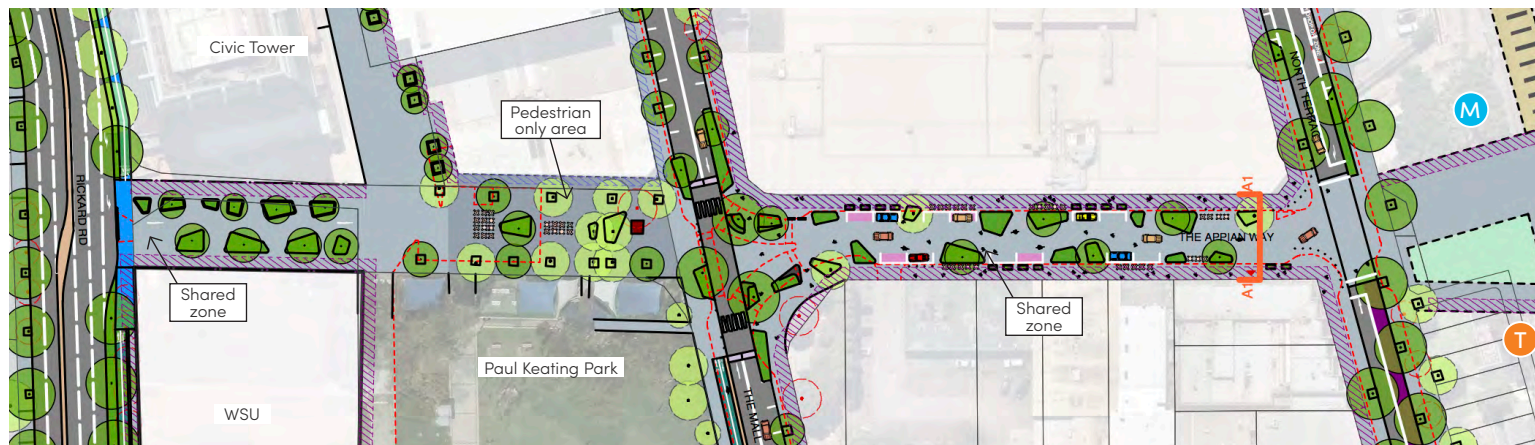
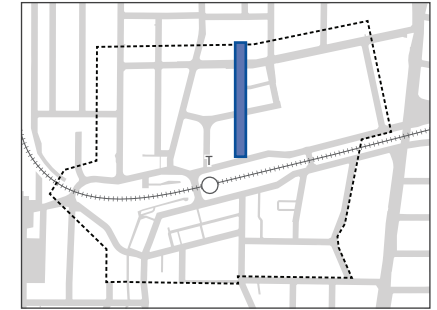
07

THE APPIAN WAY

Existing Plan



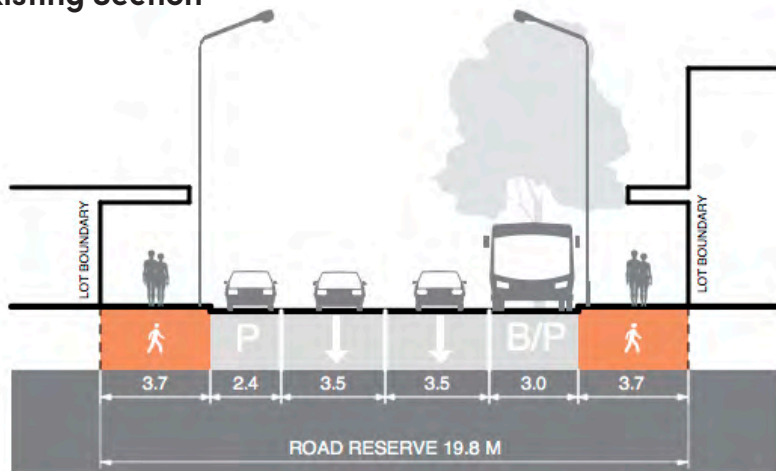
Proposed Plan



	Public domain pavement as per Council's Public Domain Technical Manual
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	Two-way shared path
	Asphalt road
	Bus only zone
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	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

THE APPIAN WAY

Existing Section



Proposed Section



Future Street Character

A key 'activity spine' that links the civic precinct and the new university to the rail and bus interchange and south to schools and parks. A shared zone environment prioritises pedestrian movement and encourages street life and retail activity.

Key Changes

- Convert from busy one-way street to a two-way 10km/hr shared zone.
- Buses re-routed off The Appian Way, Fetherstone St and The Mall.
- Intersection with North Tce signalised.
- Additional street trees for enhanced amenity and traffic calming.
- Pave street level with the footpath.
- Provide additional seating areas.
- Provide three-phase power for street events.
- Retain and upgrade existing shared zone and pedestrian space north of The Mall.
- Net loss of 8 on-street parking bays (from 16 to 8).

07

THE APPIAN WAY

Existing View (looking North)



THE APPIAN WAY

Proposed View (looking North)



07

THE APPIAN WAY

Existing View (looking South)



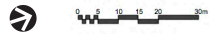
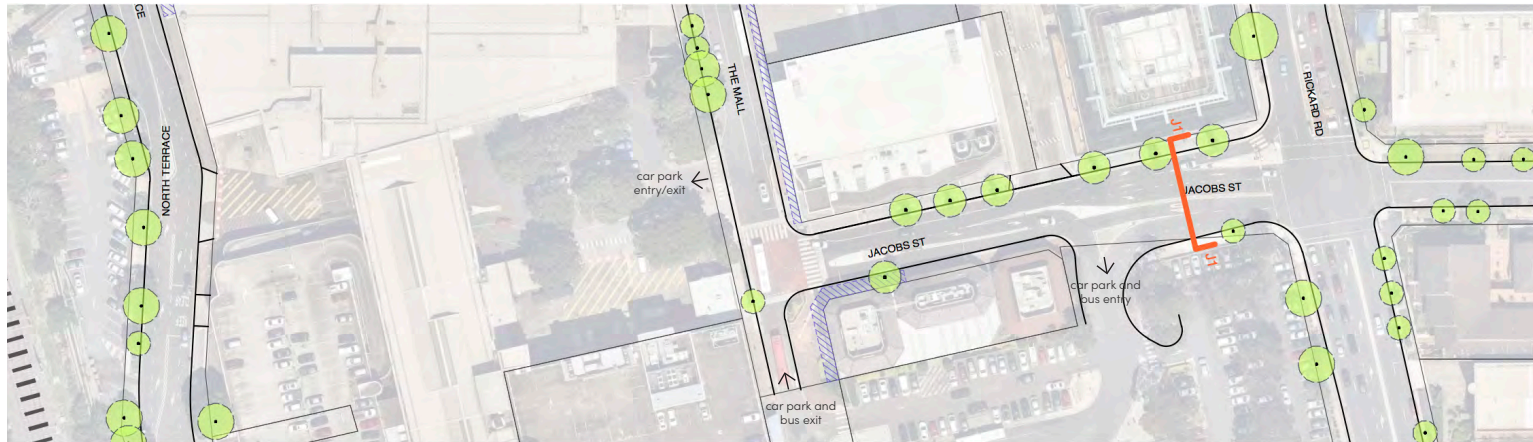
THE APPIAN WAY

Proposed View (looking South)

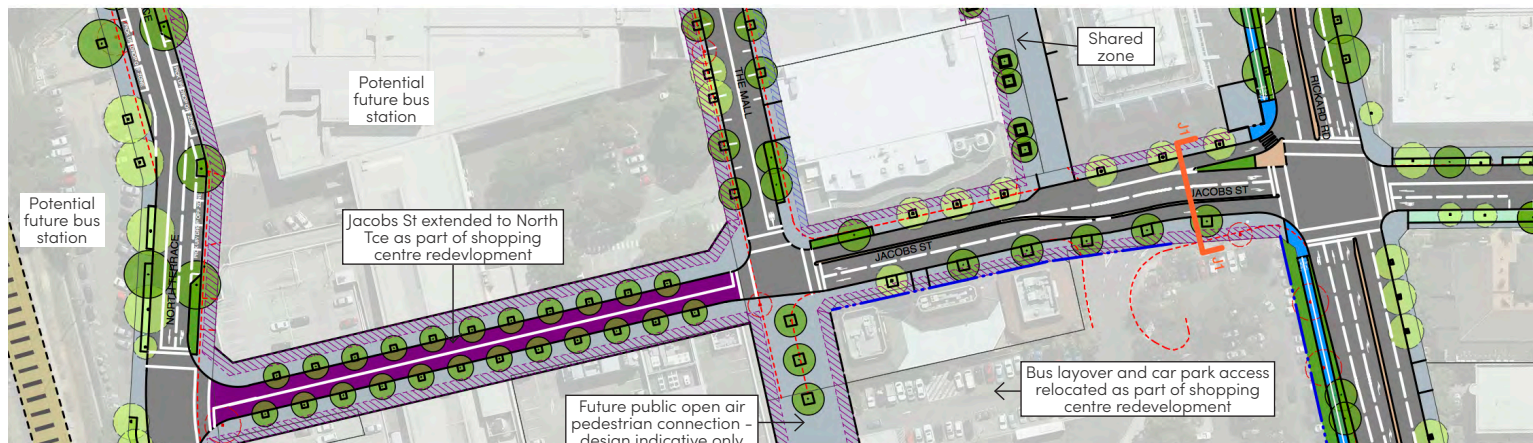
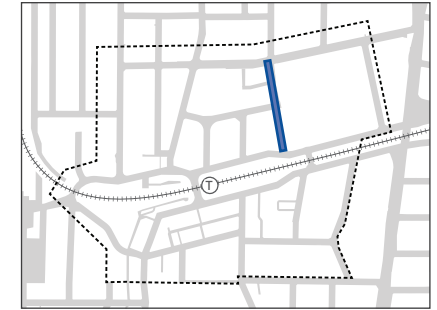


07 JACOBS STREET

Existing Plan



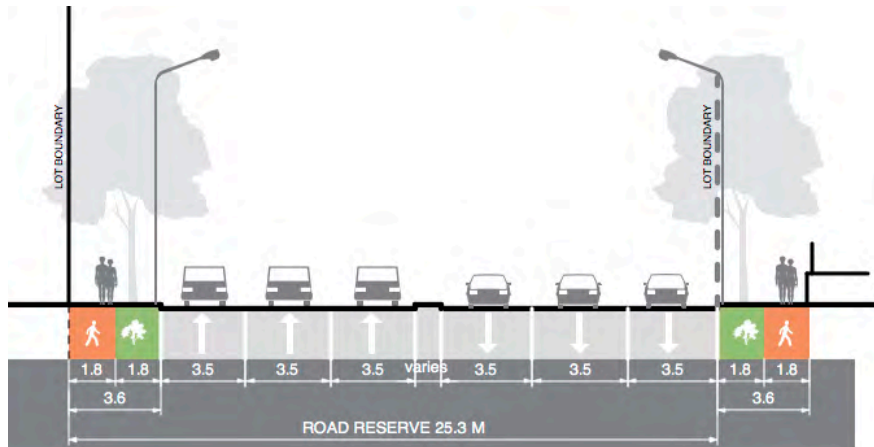
Proposed Plan



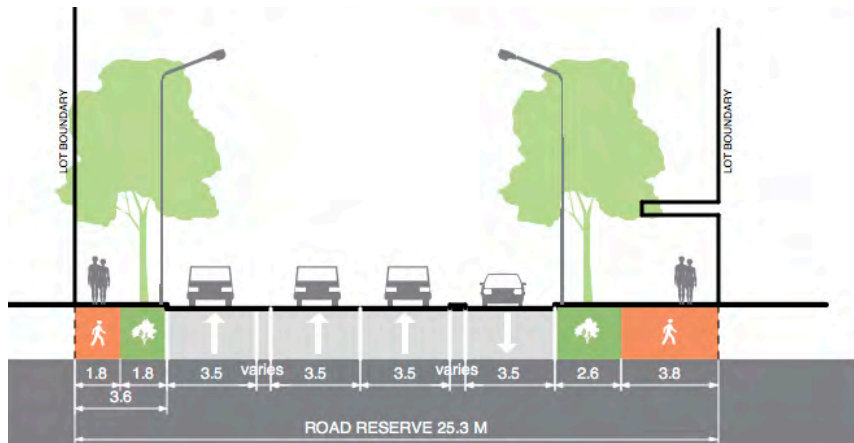
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	Two-way shared path
	Asphalt road
	Bus only zone
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	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

JACOBS STREET

Existing Section



Proposed Section



Future Street Character

A key public transport route through the CBD and to the rail interchange and also a high amenity pedestrian connection with wide footpaths, street trees and active frontages.

Key Changes

- Existing bus station/ layover and carpark entry relocated as part of shopping centre redevelopment.
- Jacobs Street extended to North Terrace as part of shopping centre redevelopment.
- Intersection with The Mall converted to signalised crossing.
- Provide additional street trees for enhanced amenity and traffic calming.
- Upgrade footpath paving as per PDTM.
- Net loss of 2 x on-street parking spaces (from 2 to 0).

07

JACOBS STREET

Existing View (looking South)



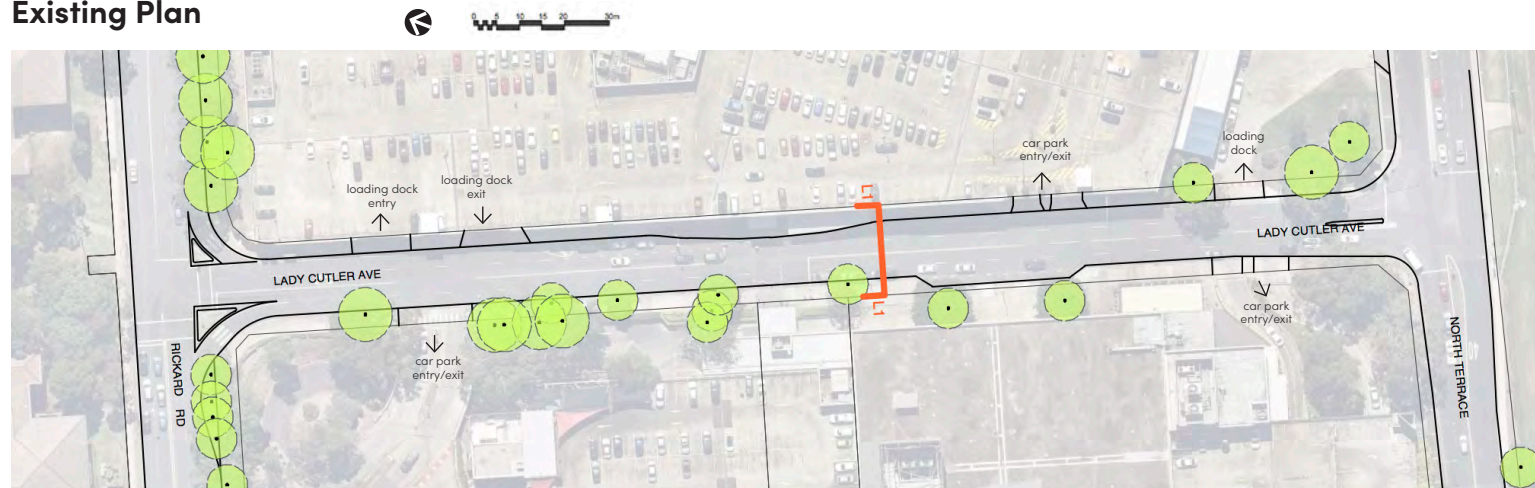
JACOBS STREET

Proposed View (looking South)

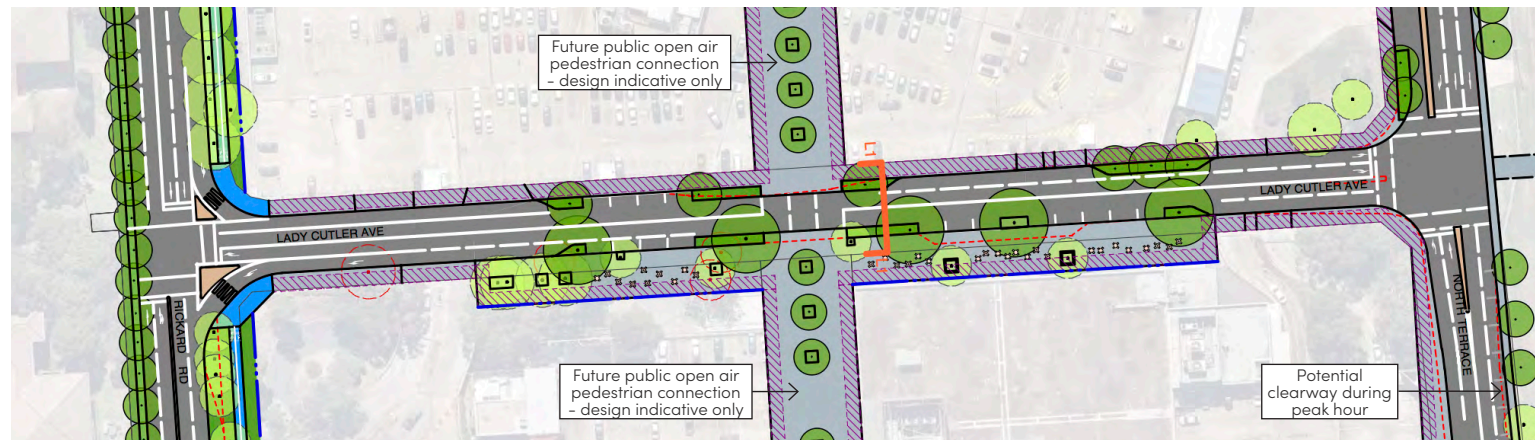
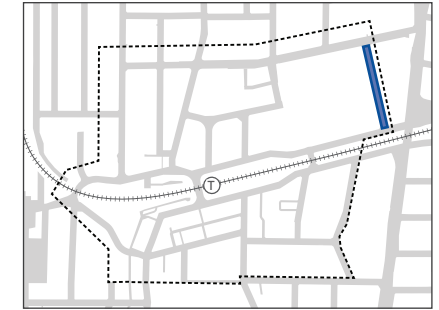


07 LADY CUTLER AVENUE

Existing Plan



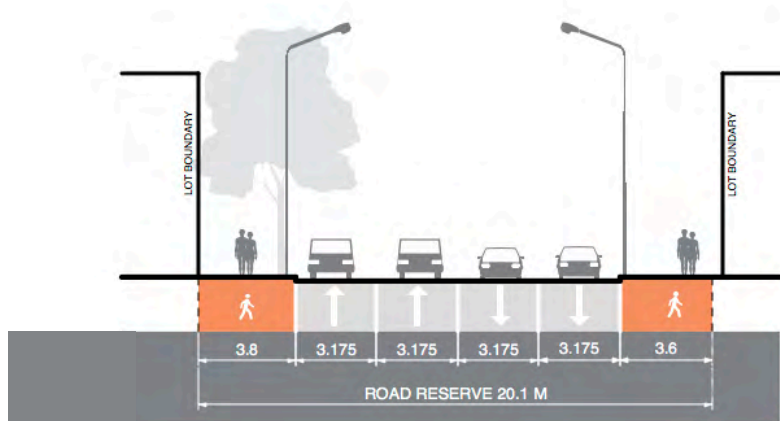
Proposed Plan



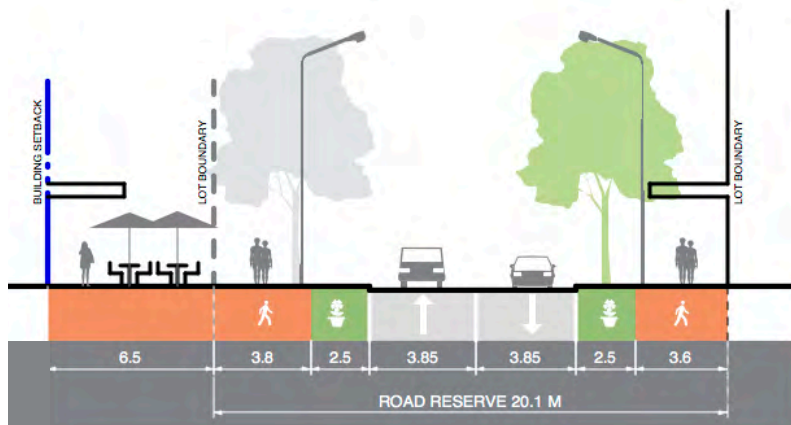
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	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

LADY CUTLER AVENUE

Existing Section



Proposed Section



Future Street Character

An attractive and comfortable pedestrian environment suitable for outdoor dining and an important street accessing car parking and loading docks associated with the shopping centre.

Key Changes

- Maintain existing car park and loading dock access (may be reviewed as part of the shopping centre redevelopment).
- Reduce to one lane in each direction in middle to discourage through-traffic.
- Widen footpaths and introduce setbacks to provide space for alfresco dining and landscape.
- Widen mid-block pedestrian crossing and increase go time for pedestrians.
- Provide pedestrian crossings at signalised intersections with North Tce and Rickard Rd.
- Provide additional street trees for enhanced amenity and traffic calming.
- Upgrade footpath paving as per PDTM.
- Net increase of 11 on-street parking spaces (from 5 to 16).

07

LADY CUTLER AVENUE

Existing View (looking South)



LADY CUTLER AVENUE

Proposed View (looking South)



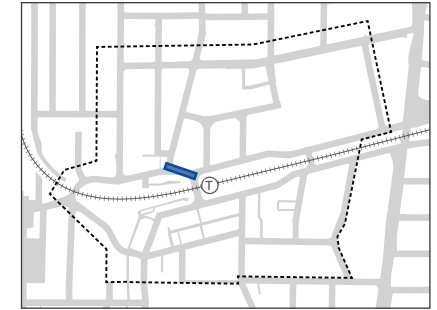
07

BANKSTOWN CITY PLAZA NORTH

Existing Plan



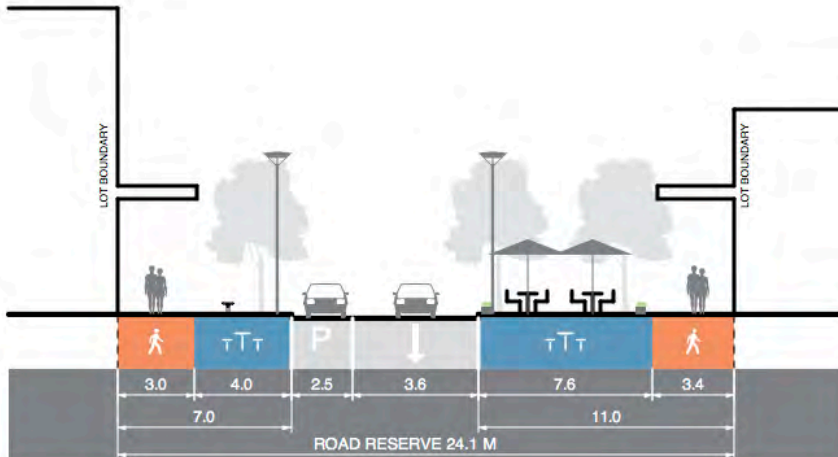
Proposed Plan



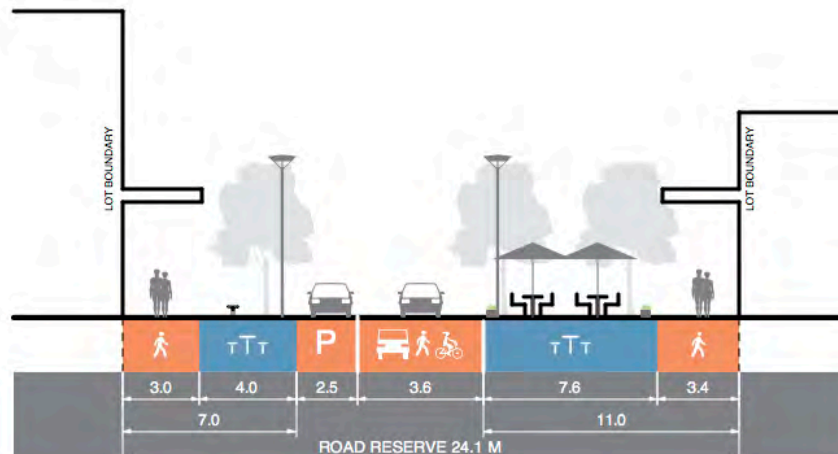
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	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

BANKSTOWN CITY PLAZA NORTH

Existing Section



Proposed Section



Future Street Character

Maintained and enhanced as a slow speed, high amenity and high activity zone for outdoor dining and retail.

Key Changes

- Formalise as a 10km/hr one-way shared space.
- Pave street level with the footpath.
- No change to street parking.

BANKSTOWN CITY PLAZA NORTH

Existing View (looking East)



BANKSTOWN CITY PLAZA NORTH

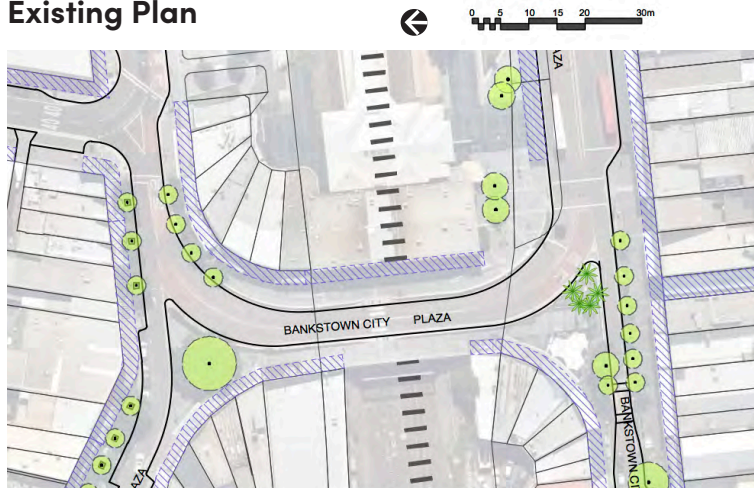
Proposed View (looking East)



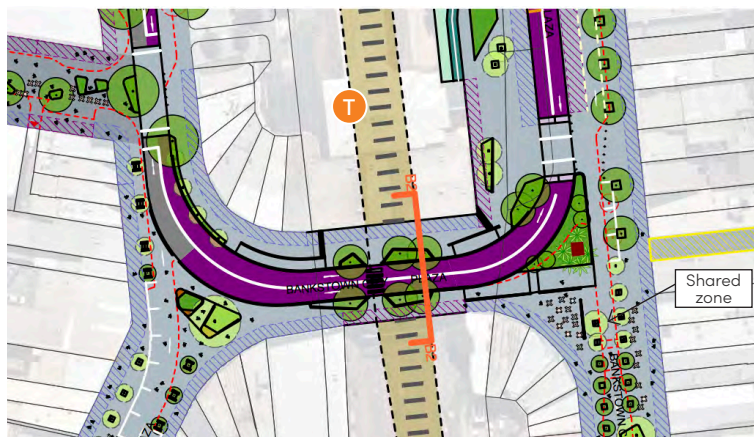
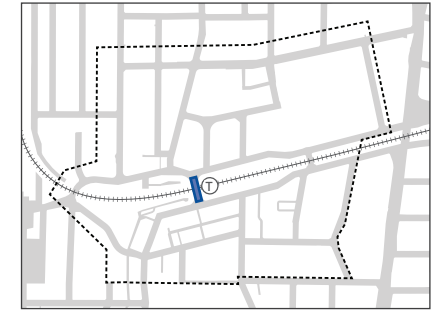
07

BANKSTOWN CITY PLAZA CENTRAL

Existing Plan



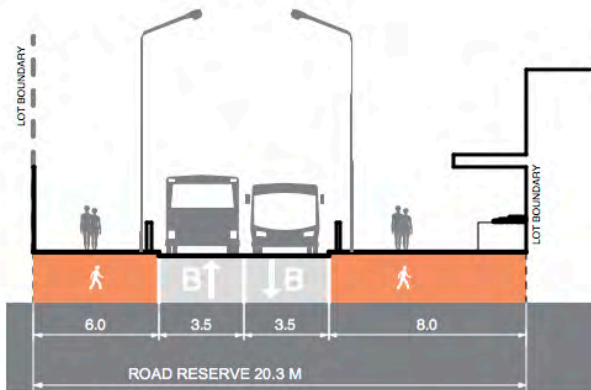
Proposed Plan



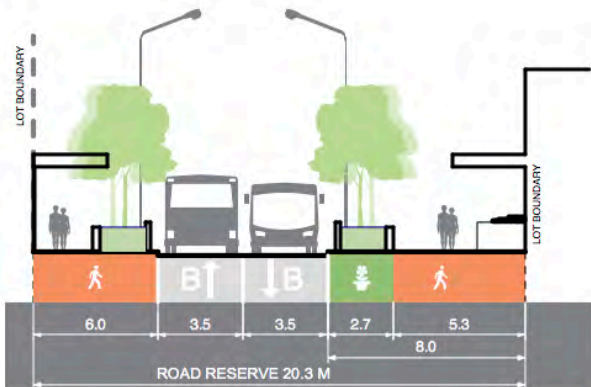
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	Cafe seating
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	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

BANKSTOWN CITY PLAZA CENTRAL

Existing Section



Proposed Section



Future Street Character

A key pedestrian arrival space from the station and a key pedestrian and bus connection between the north and south sides of the rail line.

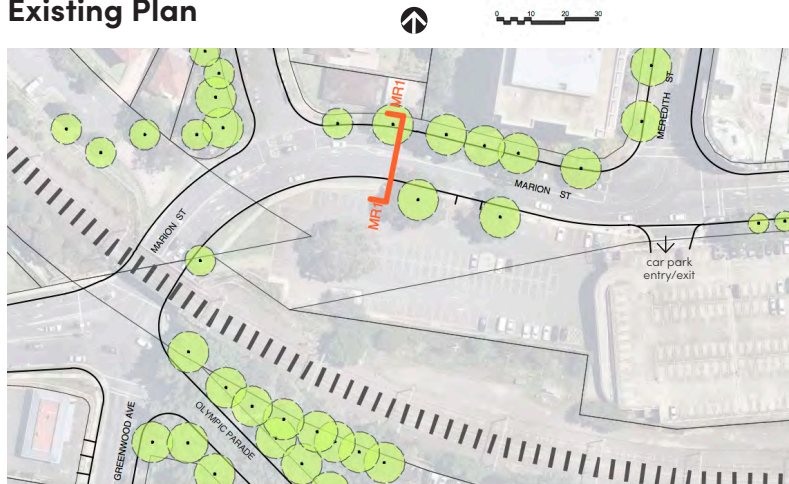
Key Changes

- Investigate raised planter beds in the wide footpath area to soften the landscape.
- Investigate shade trees or shade structures over the public domain and pedestrian crossing with potential for illumination at night.
- Investigate alternative barrier treatments to the bus lane to improve amenity including landscape/ artistic elements.

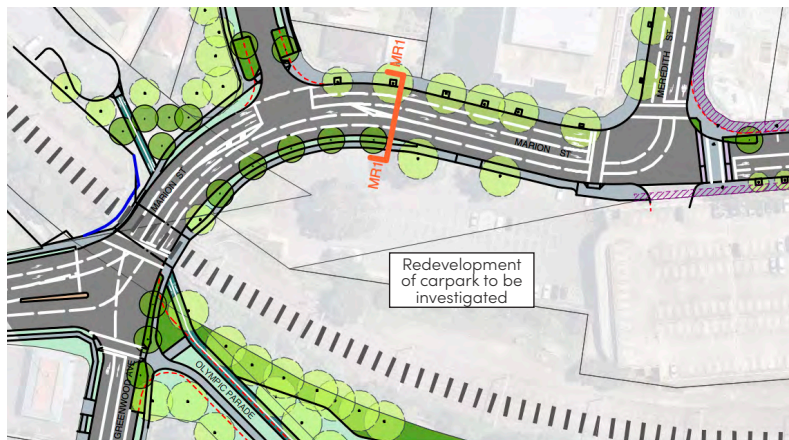
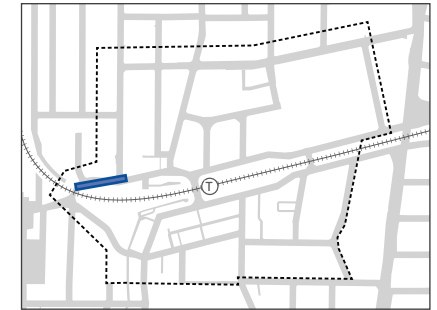
07

MARION STREET WEST (A)

Existing Plan



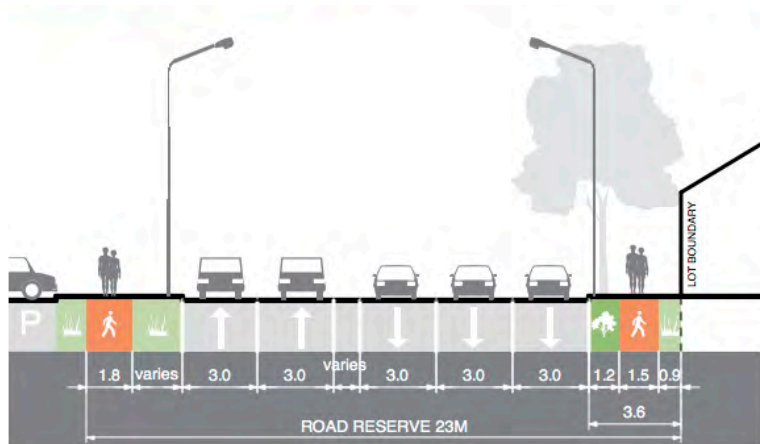
Proposed Plan



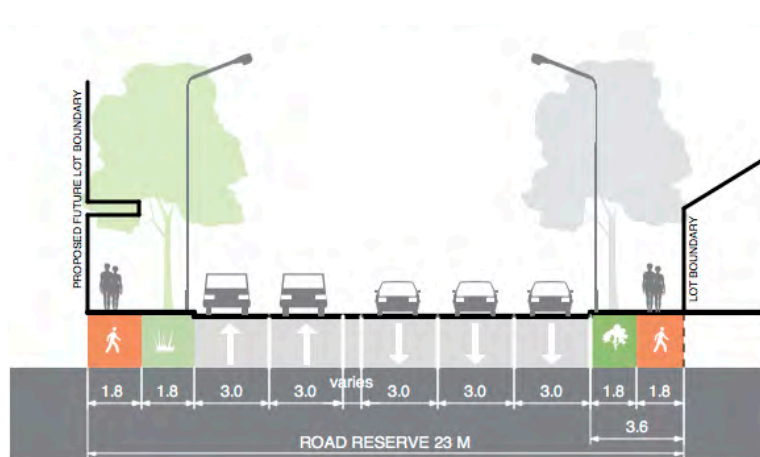
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	Asphalt road
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	Back seat
	Cafe seating
	Bollard @ 1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

MARION STREET WEST (A)

Existing Section



Proposed Section



Future Street Character

Part of the ring road providing good access to the edges of the CBD and carparks and providing an attractive tree-lined gateway to the CBD.

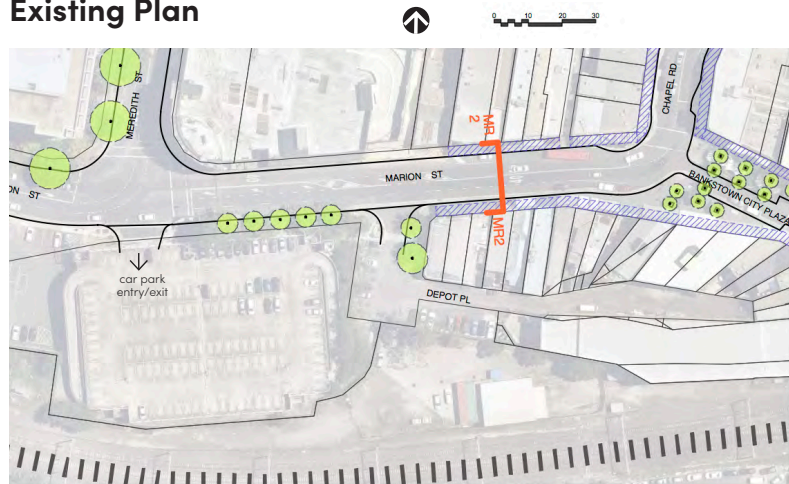
Key Changes

- Current road layout retained to perform high traffic ring road function.
- Marion St/ Greenwood Ave intersection phasing improved with more capacity with closure of Olympic Pde.
- Existing turn lane from Marion St eastbound into Olympic Pde converted to right turn lane into Greenwood Ave.
- New landscape strip with additional tree planting on south side.
- Kerb bulb-out at Marion St/ Meredith St intersection to reinforce transition from ring road to traffic calmed CBD street.
- Upgrade footpath paving as per PDTM.
- Partial road reserve closure to consolidate the Marion St car park into a single lot.
- Investigate future Marion St car park redevelopment options (underground/ multi-storey and integration of commercial floorspace).
- Investigate pedestrian/ cyclist overbridge and/or tunnel across rail line as part of car park redevelopment.

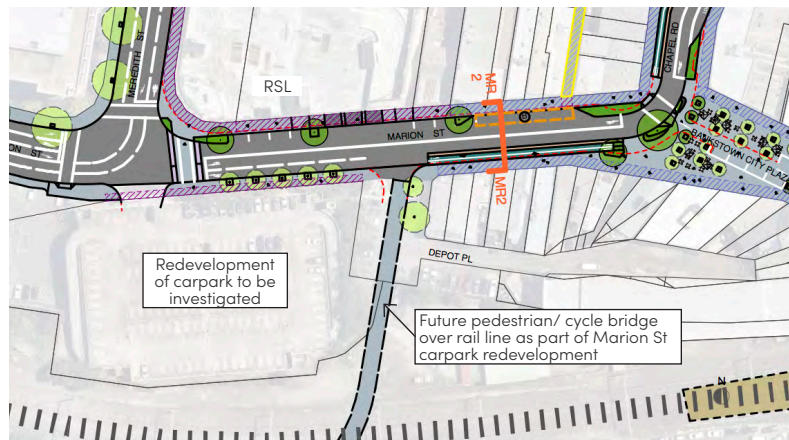
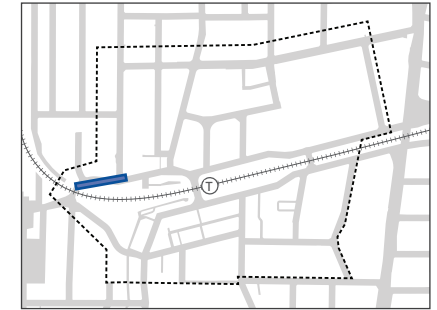
07

MARION STREET WEST (B)

Existing Plan



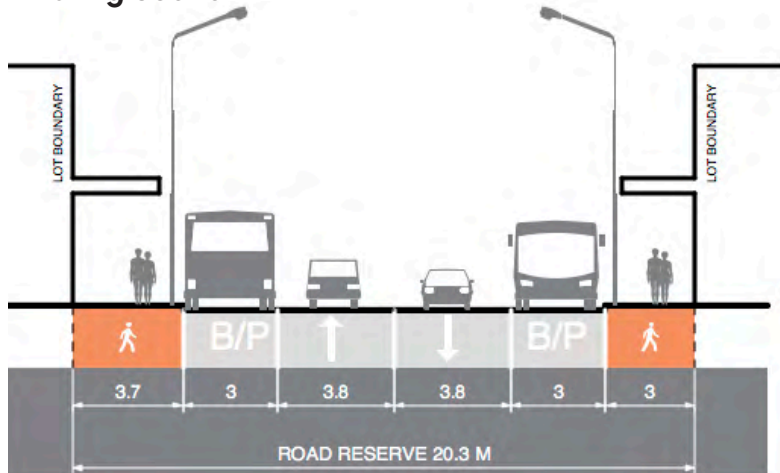
Proposed Plan



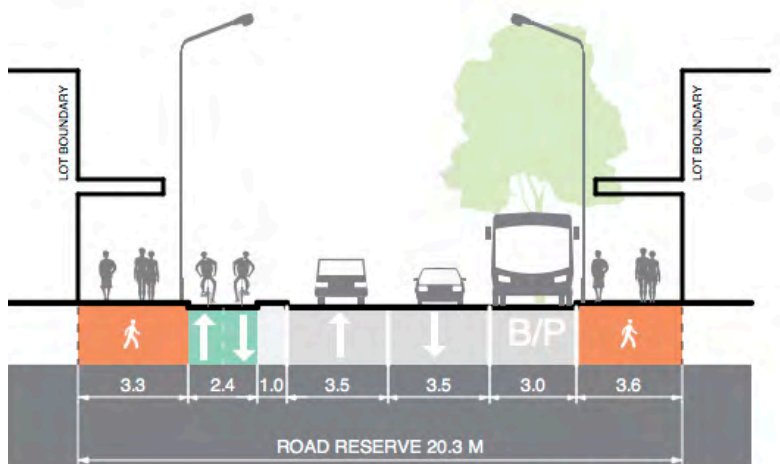
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	Two-way shared path
	Asphalt road
	Bus only zone
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	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

MARION STREET WEST (B)

Existing Section



Proposed Section



Future Street Character

A traffic-calmed commercial street and part of the new north-south bike route through the CBD.

Key Changes

- Provide kerb bulb-out at Marion St/ Meredith St intersection to reinforce transition from ring road to traffic-calmed commercial street.
- Remove right turn lane from Marion St westbound into Meredith St to reduce through traffic via Chapel St.
- Provide additional street trees for enhanced amenity and traffic calming.
- Provide a two-way separated bike lane linking Chapel St bike lane to future pedestrian/ cyclist overbridge.
- Existing bus stop on Marion St relocated to Chapel Rd.
- Upgrade footpath paving as per PDTM.
- Investigate future Marion St car park redevelopment options (underground/ multi-storey and integration of commercial floorspace).
- Net loss of 1 on-street parking space (from 6 to 5).

07

MARION STREET

Existing View (looking East)



MARION STREET

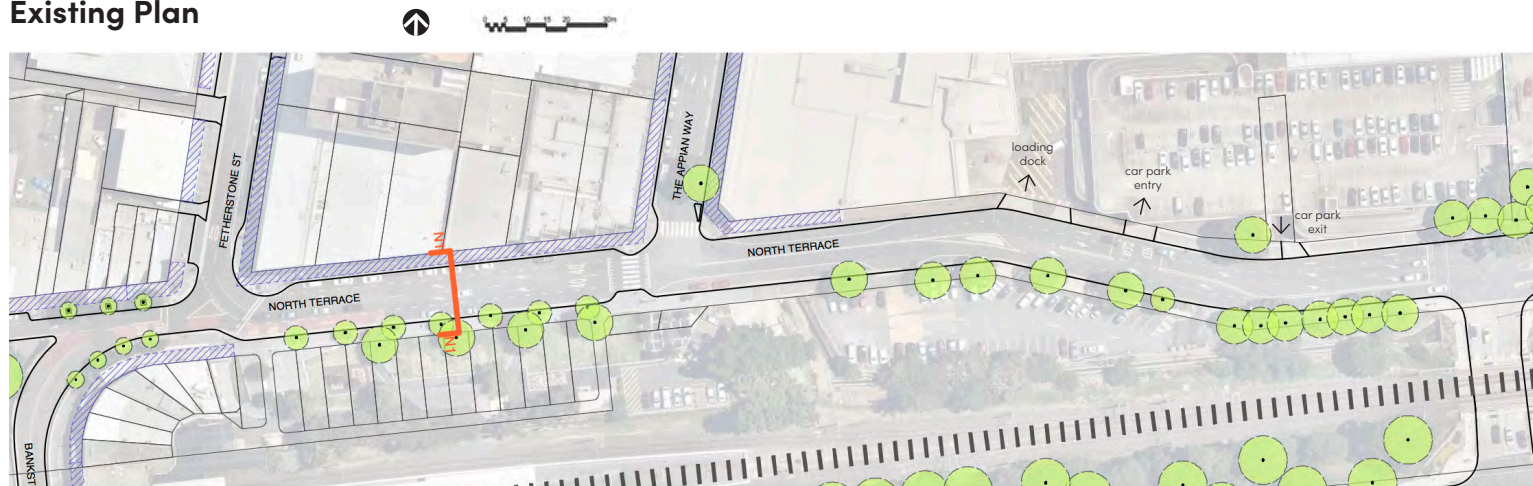
Proposed View (looking East)



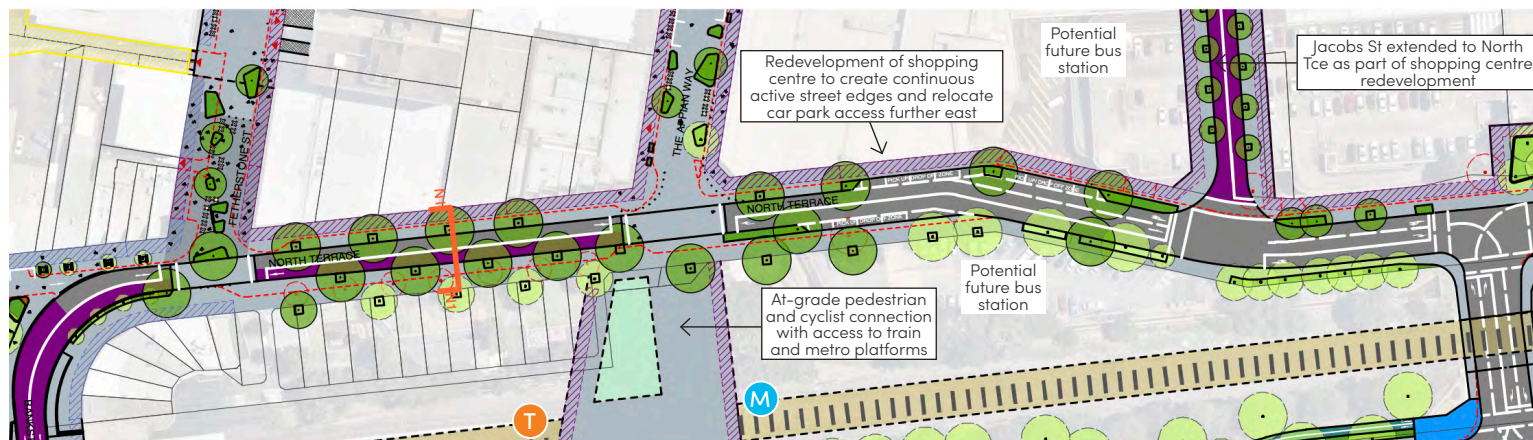
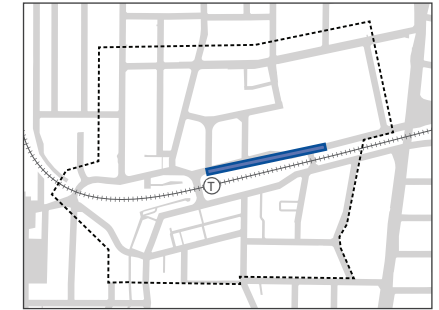
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NORTH TERRACE WEST

Existing Plan



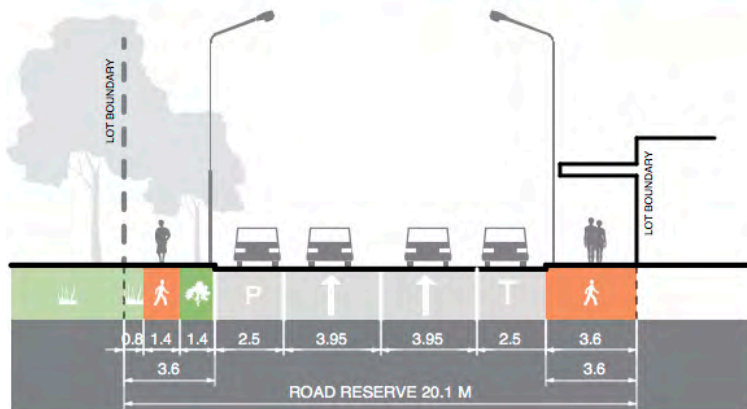
Proposed Plan



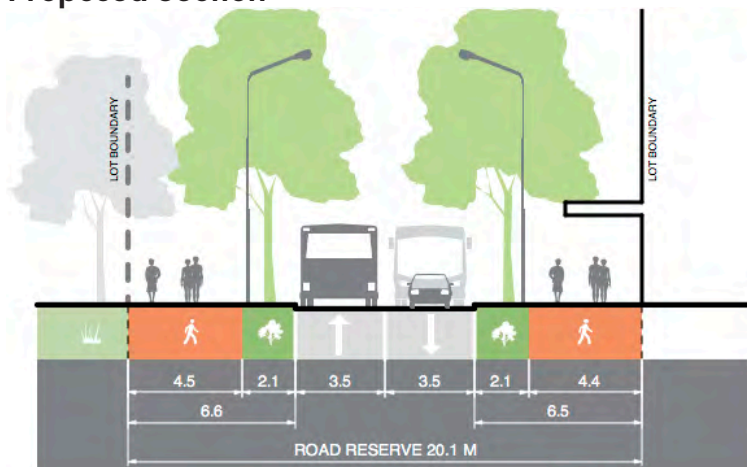
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	Asphalt road
	Bus only zone
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	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

NORTH TERRACE WEST

Existing Section



Proposed Section



Future Street Character

A key pedestrian arrival space from the rail station into the CBD and a key bus route through the CBD.

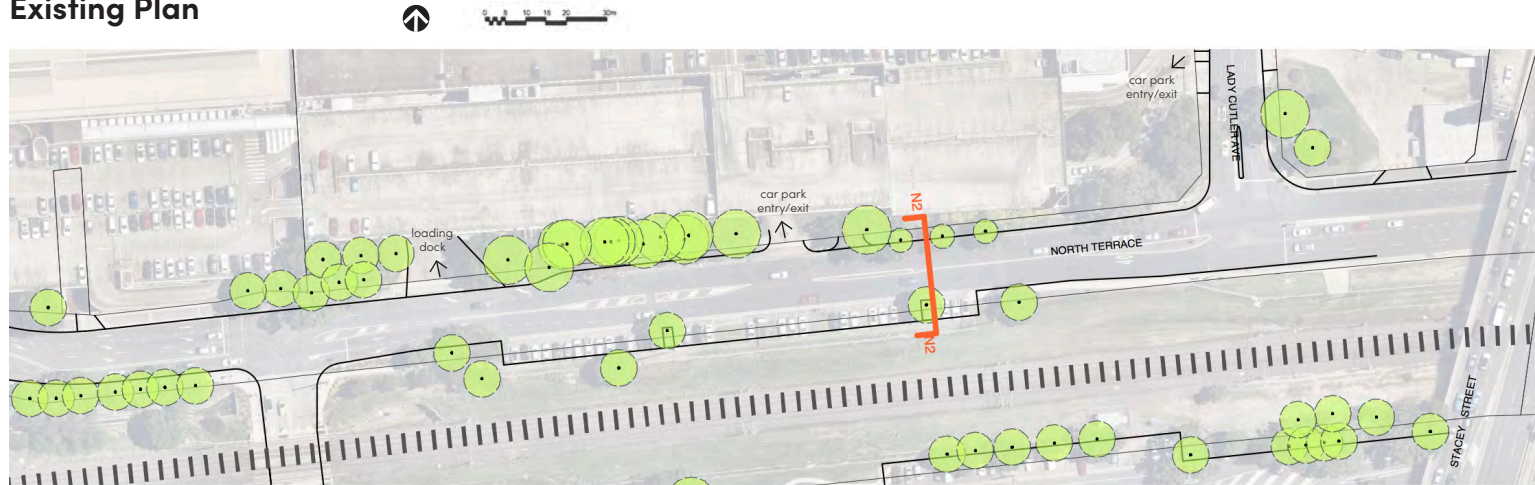
Key Changes

- Buses re-routed from Fetherstone St and The Appian Way to Jacobs St.
- Bus-only lane west of The Appian Way.
- Intersection with Fetherstone St remains signalised but no turn into Fetherstone St from North Tce and longer pedestrian phases (note: removable bollards for loading access).
- Signalise intersection of North Tce/ The Appian Way.
- Extend Jacobs St to North Tce as bus-only street and signalise intersection.
- Shopping Centre car park entry and loading zones relocated east of Jacobs St as part of redevelopment.
- Taxi and pick-up/ drop-off zones relocated east of The Appian Way.
- New bus station located near northern entry to Train/ Metro station.
- Footpaths widened both sides and paving upgraded as per PDTM.
- Provide additional street trees to create high amenity outside the rail station.
- Net loss of 10 on-street parking spaces (from 25 to 15).

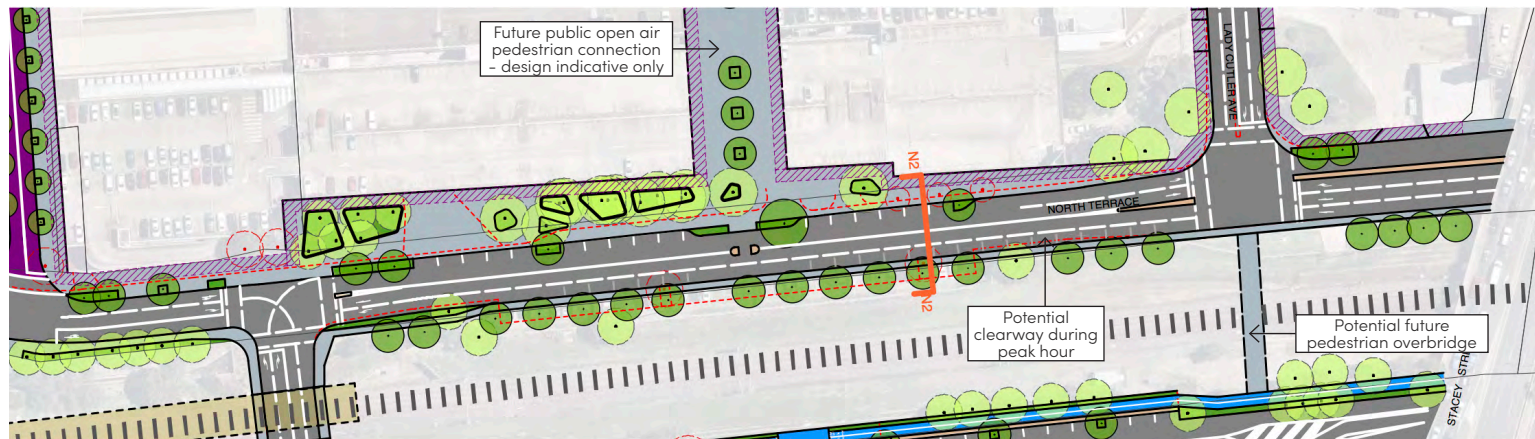
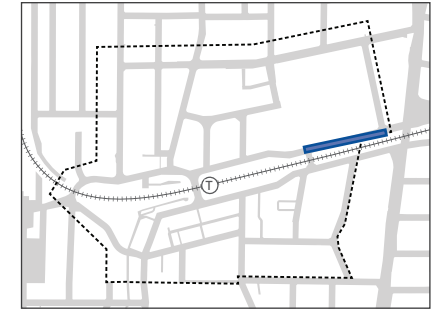
07

NORTH TERRACE EAST

Existing Plan



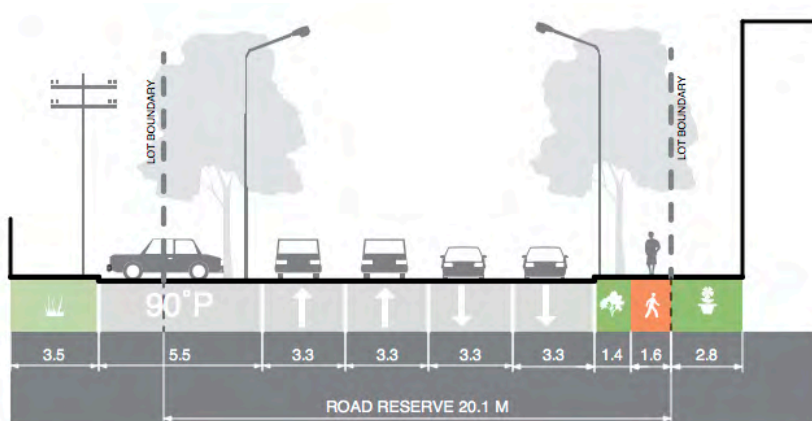
Proposed Plan



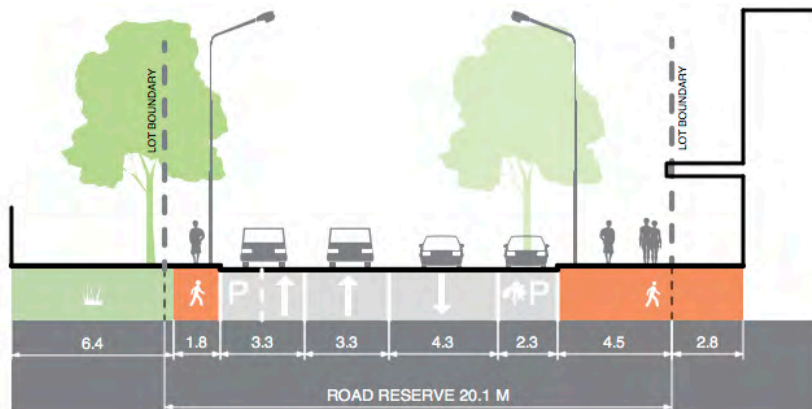
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	Separated bike path
	Two-way shared path
	Asphalt road
	Bus only zone
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	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

NORTH TERRACE EAST

Existing Section



Proposed Section



Future Street Character

A tree-lined pedestrian friendly mixed-use street with active frontages to the redeveloped shopping centre.

Key Changes

- Reduce lane widths and change from perpendicular parking one side to parallel parking both sides.
- Provide pedestrian crossings to all legs of signals at Lady Cutler Ave.
- Provide a continuous footpath on the south side of street.
- Underground powerlines to enable full tree canopy growth.
- Provide additional street trees for enhanced amenity and traffic calming.
- Footpath paving upgraded as per PDTM.
- Investigate potential pedestrian overbridge to provide shopping centre access to high density residential area on south side of rail line.
- Parking along southern side to be clearway during peak hour to provide 2 lanes westbound.
- Net loss of 4 on-street parking spaces (from 39 to 35)

07

NORTH TERRACE

Existing View (looking West)



NORTH TERRACE

Proposed View (looking West)



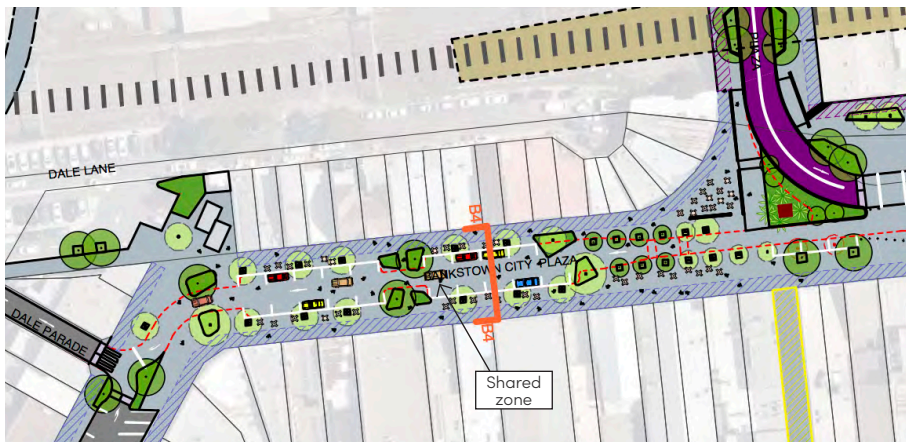
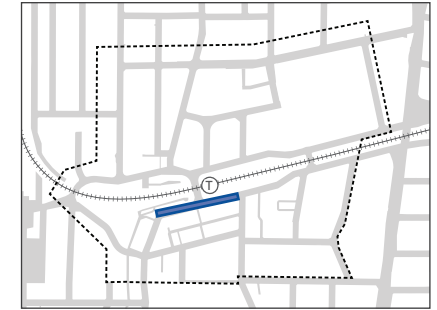
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BANKSTOWN CITY PLAZA SOUTH (A)

Existing Plan



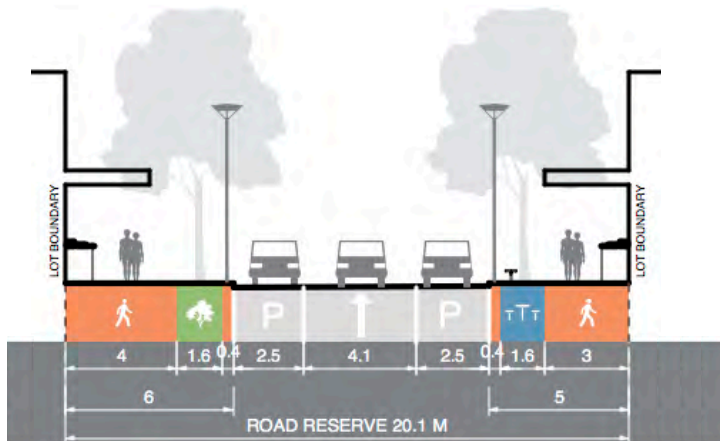
Proposed Plan



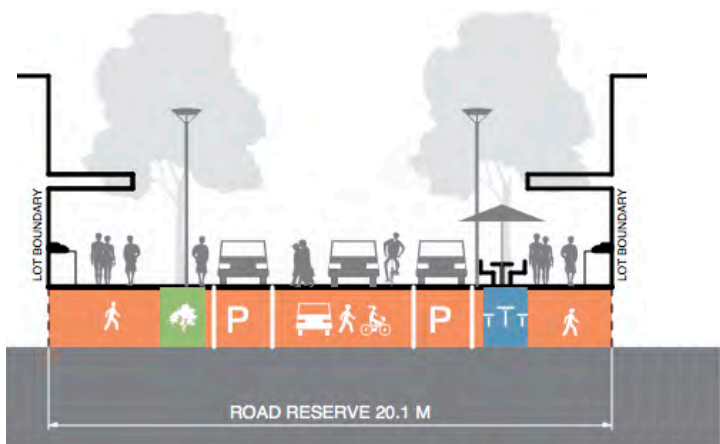
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	Two-way shared path
	Asphalt road
	Bus only zone
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	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

BANKSTOWN CITY PLAZA SOUTH (A)

Existing Section



Proposed Section



Future Street Character

The unique character of Saigon Place is conserved while pedestrian priority is enhanced through a raised shared zone linking both sides of the street.

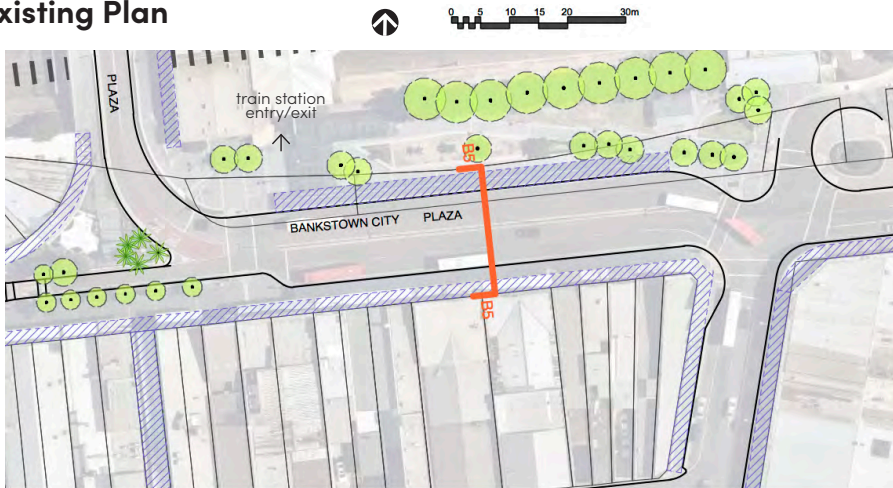
Key Changes

- Minimal change to the street as it is one of the most active and loved streets in Bankstown.
- Maintain the existing 10km/h one-way 'shared space'.
- In line with shared space design principles, pave the street the same level and paving style as the footpath as per PDTM, and extend the shared space treatment all the way to Restwell St.
- No change to street parking.
- Remove pedestrian crossing and fence/ barriers to enable better pedestrian priority movement.
- Continue to allow sections of footpath to be used for a mix of dining and sale of goods.
- Retain and upgrade the public pedestrian laneway from Bankstown City Plaza to Greenfield Parade and transfer ownership to Council (currently owned by Bankstown Sports Club).
- Increase of 1 x on-street spaces along City Plaza South (increased from 21 to 22).

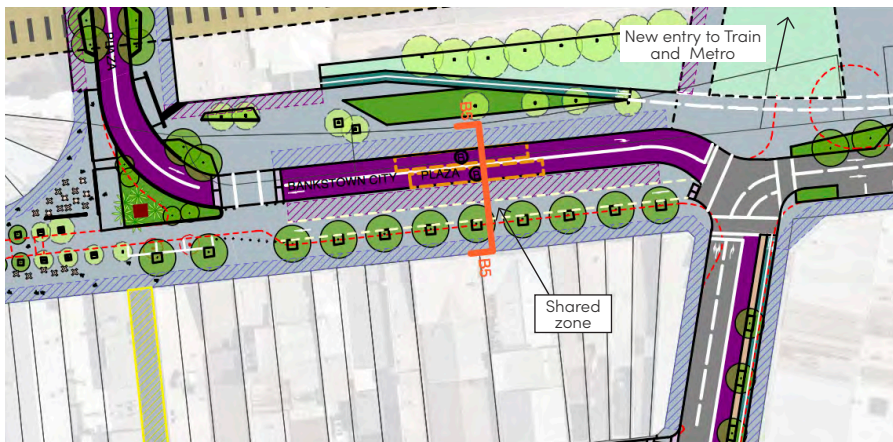
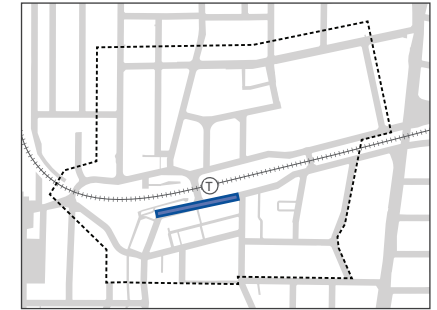
07

BANKSTOWN CITY PLAZA SOUTH (B)

Existing Plan



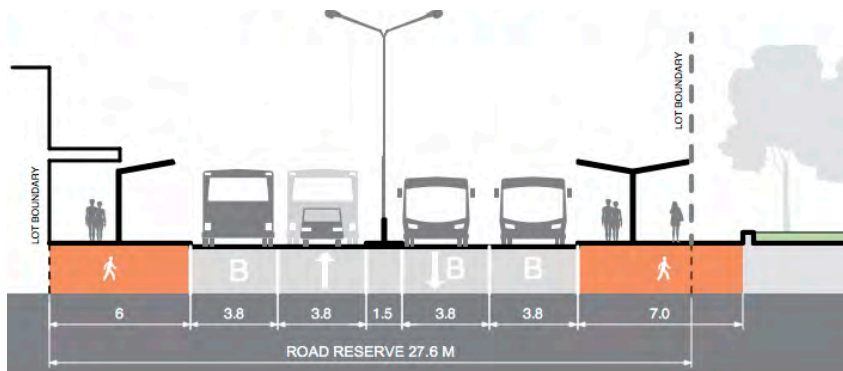
Proposed Plan



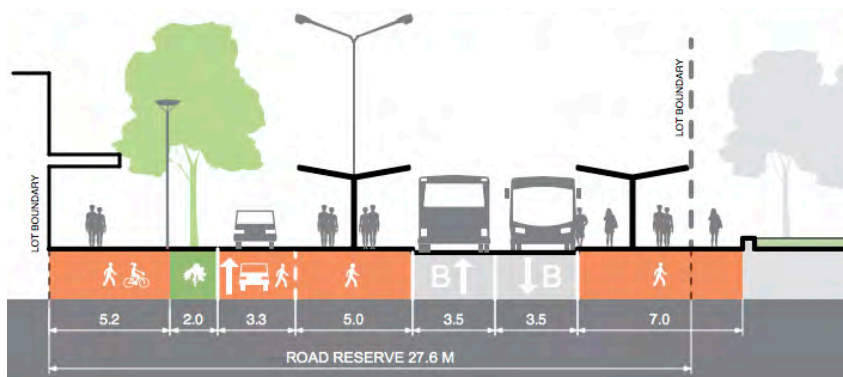
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	Two-way shared path
	Asphalt road
	Bus only zone
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	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

BANKSTOWN CITY PLAZA SOUTH (B)

Existing Section



Proposed Section



Future Street Character

Adjoining the railway, bus stops are reconfigured to improve pedestrian access, improve functionality of retail frontages and enable avenue street tree canopy.

Key Changes

- Separate westbound lane into a dedicated bus lane and a separate 10km/h shared zone for vehicles.
- Relocate bus stops on south side to central island to create more usable space in front of businesses (eg. outdoor dining).
- Provide additional street trees on south side.
- Longer pedestrian phase at signals.
- No changes to parking numbers.

07

BANKSTOWN CITY PLAZA SOUTH

Existing View (looking East)



BANKSTOWN CITY PLAZA SOUTH

Proposed View (looking East)



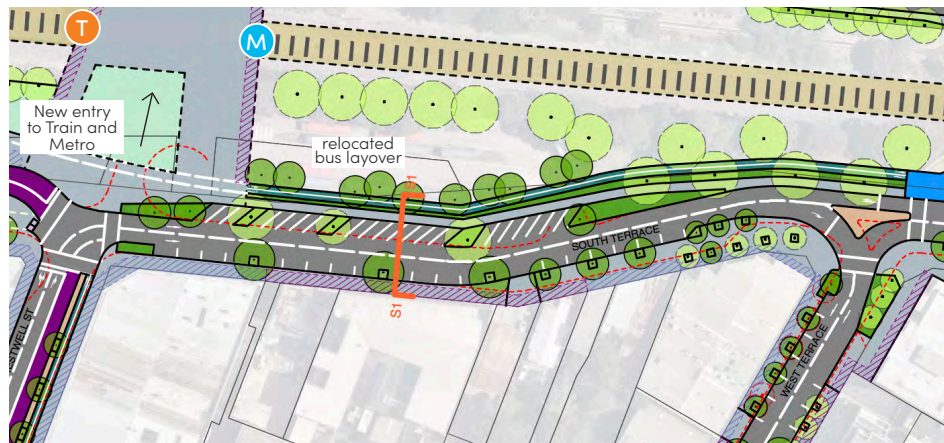
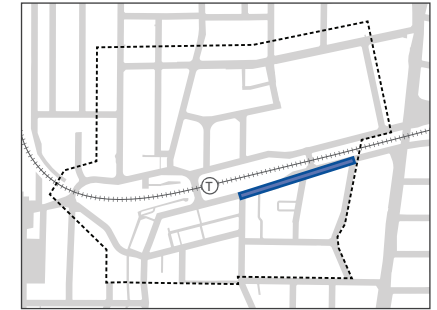
07

SOUTH TERRACE (A)

Existing Plan



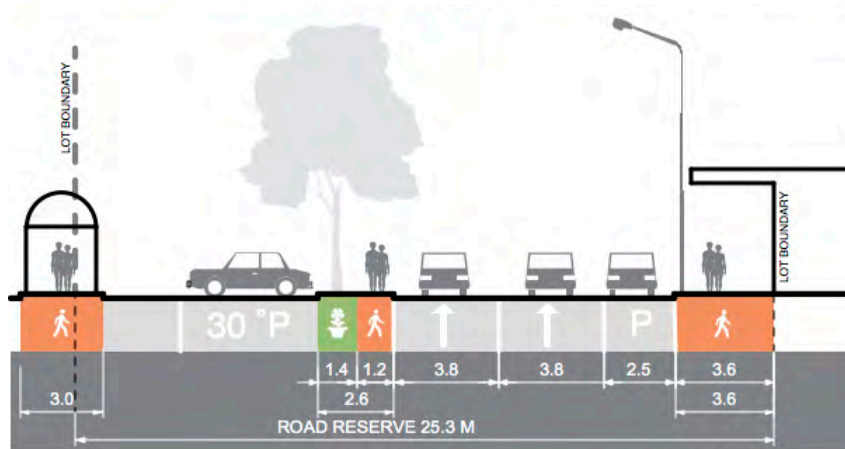
Proposed Plan



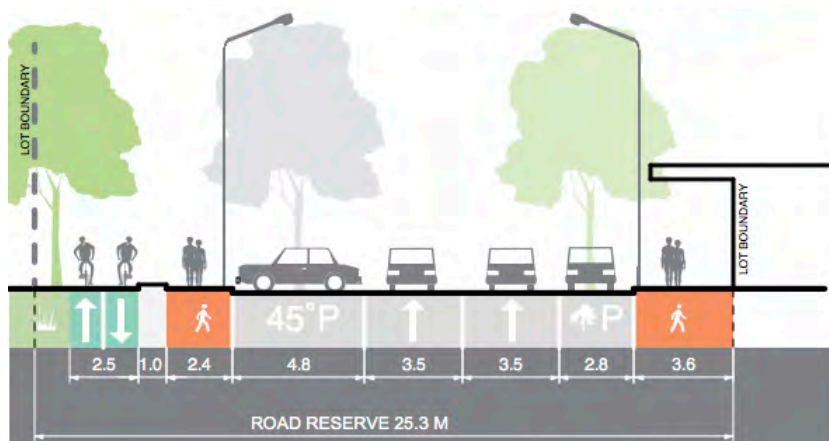
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	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

SOUTH TERRACE (A)

Existing Section



Proposed Section



Future Street Character

A tree lined mixed-use street providing a key link from the bus and rail interchange and commercial heart east to the high density residential areas and beyond and part of the east-west cycle route and Green Grid.

Key Changes

- Existing bus layover relocated.
- Provide a two-way separated bike path along rail corridor.
- Provide additional street trees for enhanced amenity and traffic calming.
- Upgrade footpath paving as per PDTM.
- Modified intersection with West Tce.
- Angled street parking on north side of street to provide drop-off/ pick-up near station and slow traffic
- Net increase of 24 on-street parking bays (from 18 to 42).

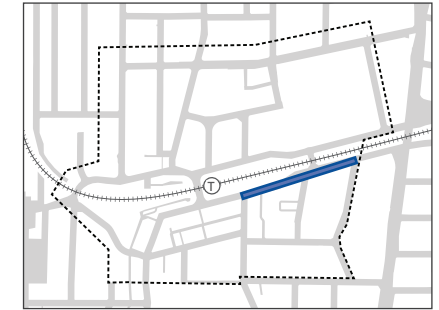
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SOUTH TERRACE (B)

Existing Plan



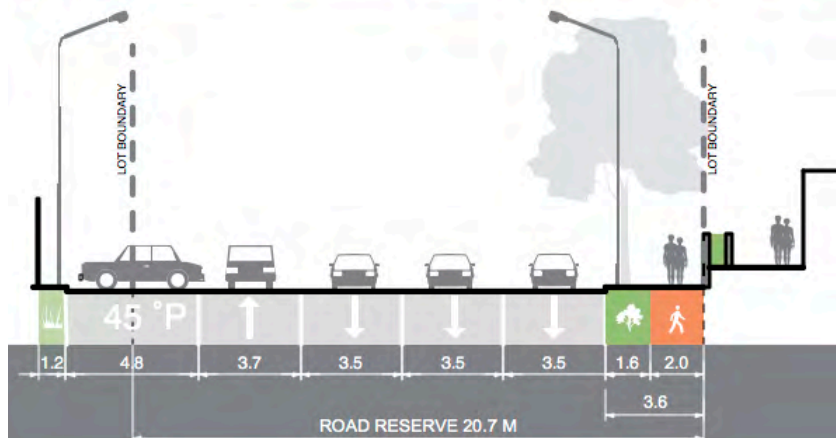
Proposed Plan



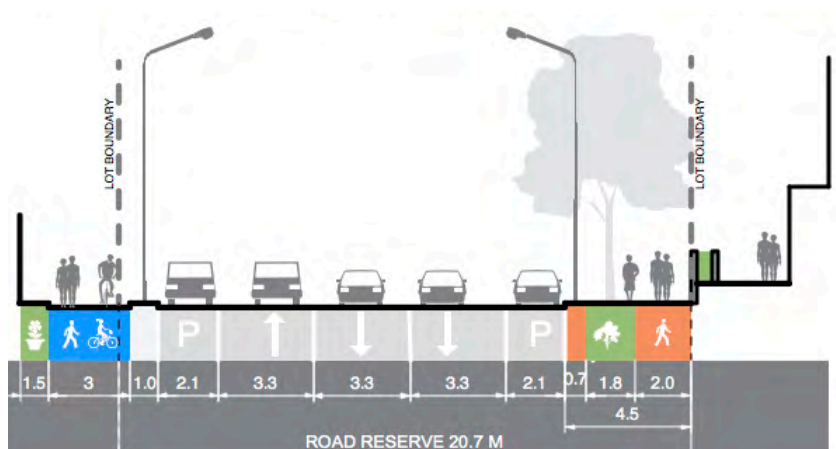
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	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

SOUTH TERRACE (B)

Existing Section



Proposed Section



Future Street Character

A tree lined mixed-use street providing a key link from the bus and rail interchange and commercial heart east to the high density residential areas and beyond and part of the east-west cycle route and Green Grid.

Key Changes

- Provide a two-way shared bike path along rail corridor.
- Provide additional street trees for enhanced amenity and traffic calming.
- Upgrade footpath paving as per PDTM.
- Modified intersection with West Tce.
- Parallel on-street parking provided on both sides of the street.
- Net loss of 8 on-street parking bays (from 49 to 41).

07

SOUTH TERRACE

Existing View (looking East)



SOUTH TERRACE

Proposed View (looking East)



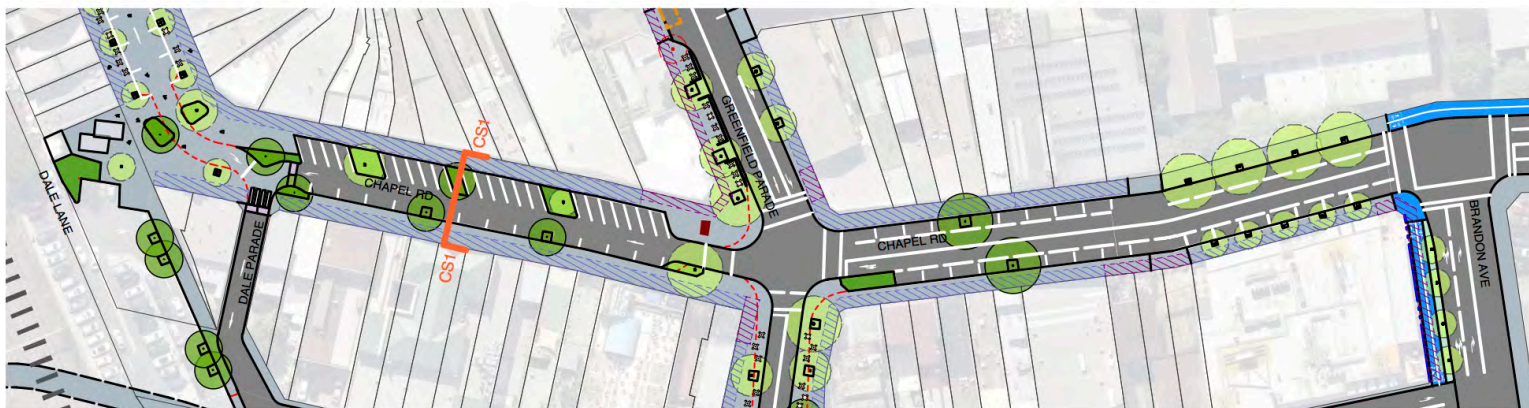
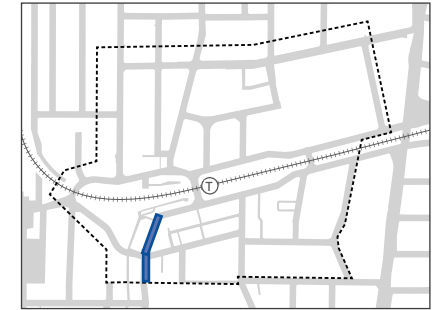
07

CHAPEL ROAD SOUTH

Existing Plan



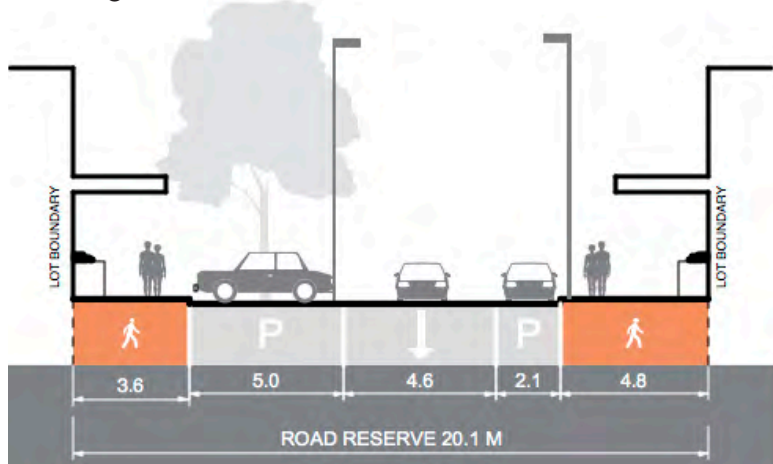
Proposed Plan



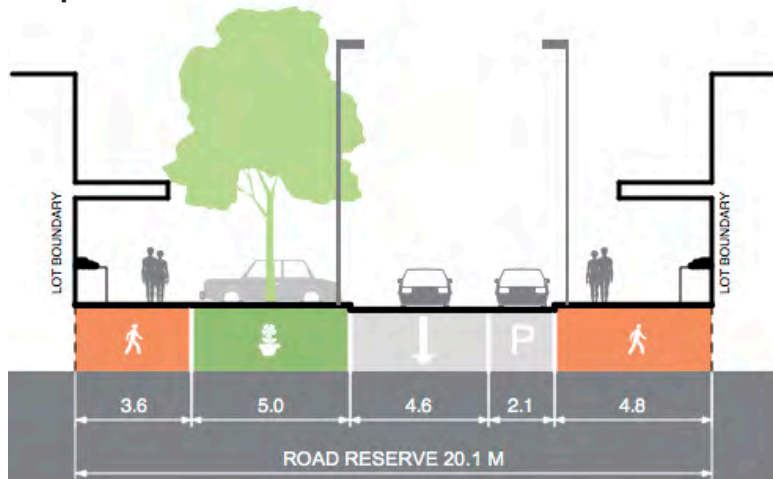
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	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

CHAPEL ROAD SOUTH

Existing Section



Proposed Section



Future Street Character

Maintains the existing character of Saigon Place as a slow speed, high pedestrian activity area with footpath trading and outdoor dining.

Key Changes

- Maintain existing character and function of street.
- Maintain existing street parking and footpath trading/ dining.
- Provide additional street trees in between car bays for enhanced amenity and traffic calming.
- Net loss of 1 on-street parking space (from 49 to 48).

07

CHAPEL ROAD SOUTH

Existing View (looking North)



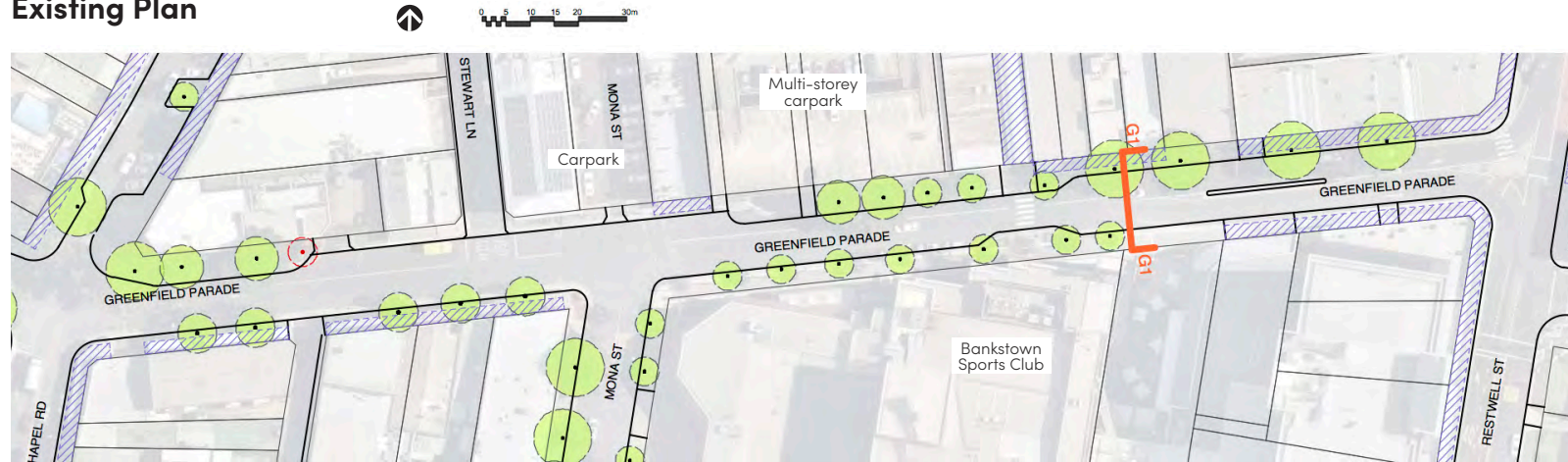
CHAPEL ROAD SOUTH

Proposed View (looking North)

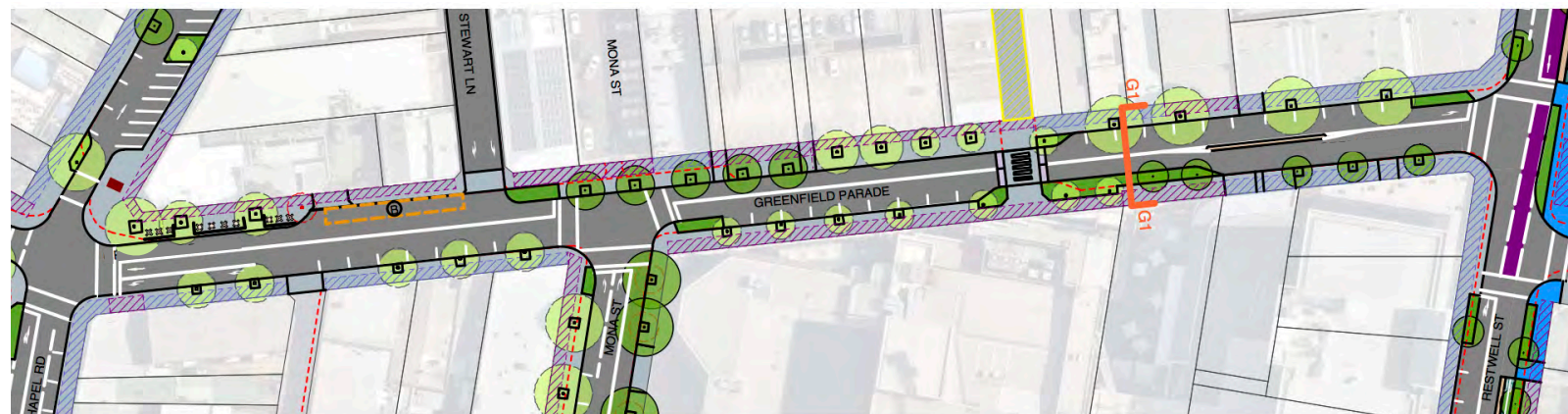
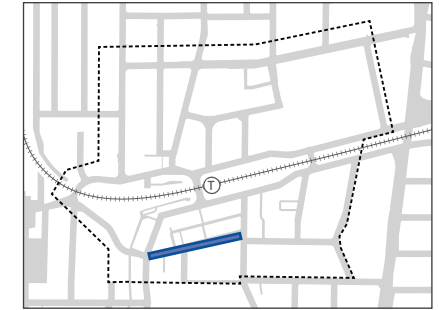


07 GREENFIELD PARADE

Existing Plan



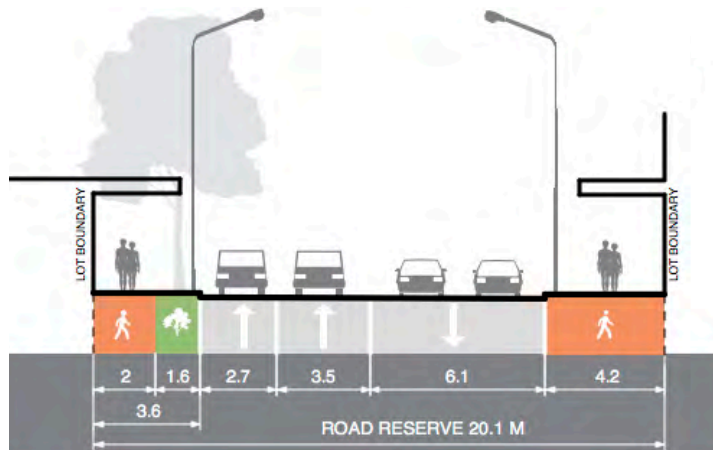
Proposed Plan



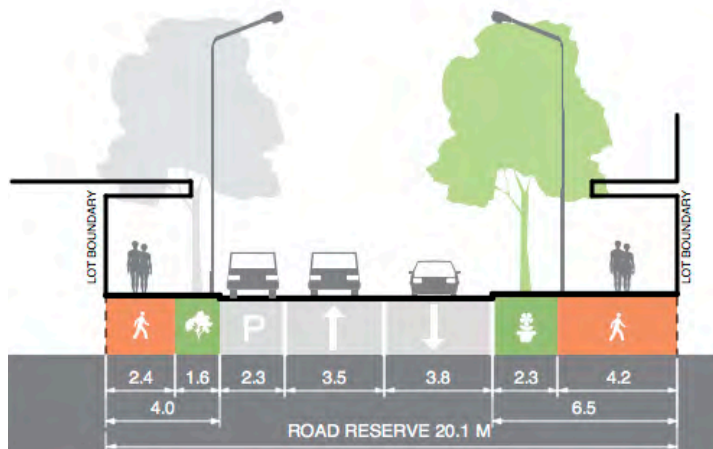
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	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

GREENFIELD PARADE

Existing Section



Proposed Section



Future Street Character

A thriving commercial street with high pedestrian movement, outdoor dining opportunities, and significant tree canopy and landscape character.

Key Changes

- Relocate Greenfield Parade multi-storey and at-grade carparks to Marion St to reduce traffic in CBD and make parking more accessible from ring road.
- Provide kerb bulb-outs at Mona St and Restwell St to reduce pedestrian crossing width and reduce signal delays.
- Convert pedestrian crossing at Bankstown Sports Club to a raised crossing.
- Provide paved threshold to continue footpath across Stewart Lane.
- Provide additional street tree planting for enhanced amenity.
- Retain and upgrade the public pedestrian laneway from Bankstown City Plaza to Greenfield Parade and transfer ownership to Council (currently owned by Bankstown Sports Club).
- Net increase of 3 on-street parking spaces (from 21 to 24).

07

GREENFIELD PARADE

Existing View (looking West)



GREENFIELD PARADE

Proposed View (looking West)

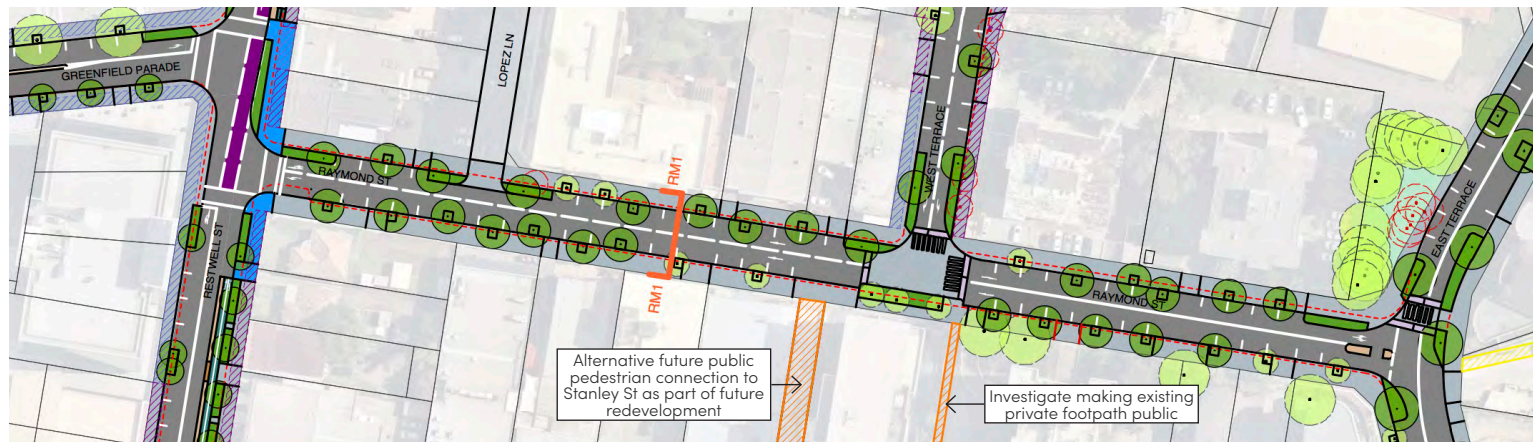
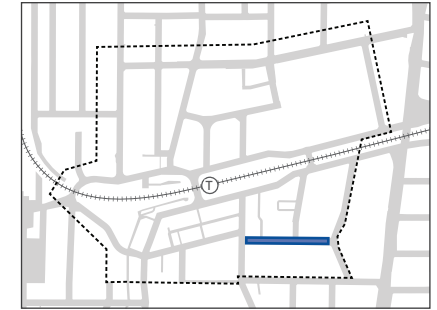


07 RAYMOND STREET

Existing Plan



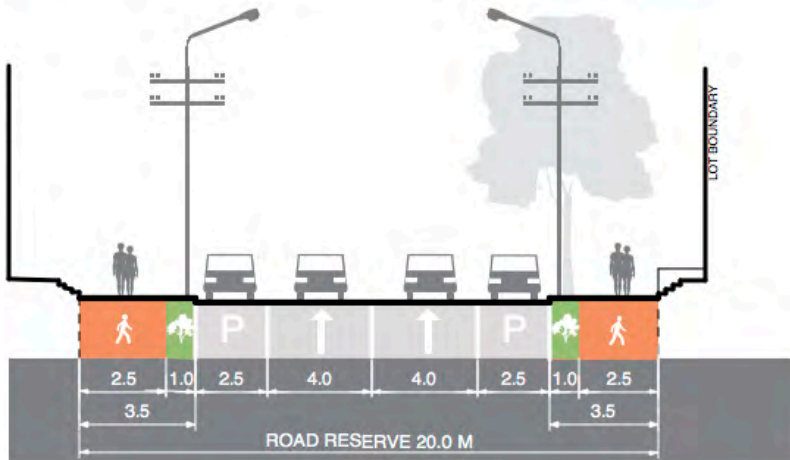
Proposed Plan



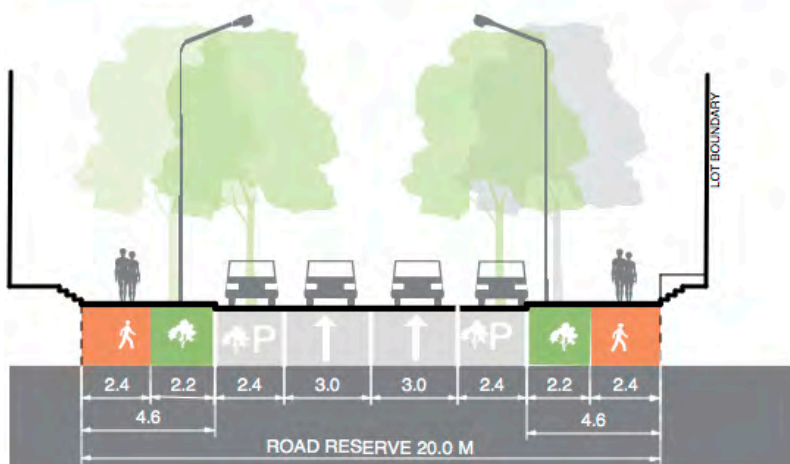
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	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

RAYMOND STREET

Existing Section



Proposed Section



Future Street Character

A pedestrian-friendly tree-lined neighbourhood street providing an east-west link between the commercial and residential areas of the CBD.

Key Changes

- Maintain two-way at east end and one-way at west end and maintain driveway accesses.
- Provide kerb bulb-outs at intersections with Restwell St, West Tce and East Tce to create narrower pedestrian crossings and slower turn movements.
- Change pedestrian crossings at West Tce to raised crossings for slowing traffic.
- Reduce to one right turn lane into Restwell Street to discourage through traffic.
- Underground powerlines to enable full tree canopy growth.
- Provide additional street trees for enhanced amenity and traffic calming.
- Upgrade footpath paving.
- Upgrade park on corner of Raymond/ East Tce to have more usable space.
- Investigate converting the existing private mid-block footpath between Raymond St and Stanley St (in line with West Tce) to a public path, or mandate a new public pedestrian connection as part of future redevelopment.
- Net increase of 8 on-street car bays (from 35 to 43).

07

RAYMOND STREET

Existing View (looking West)



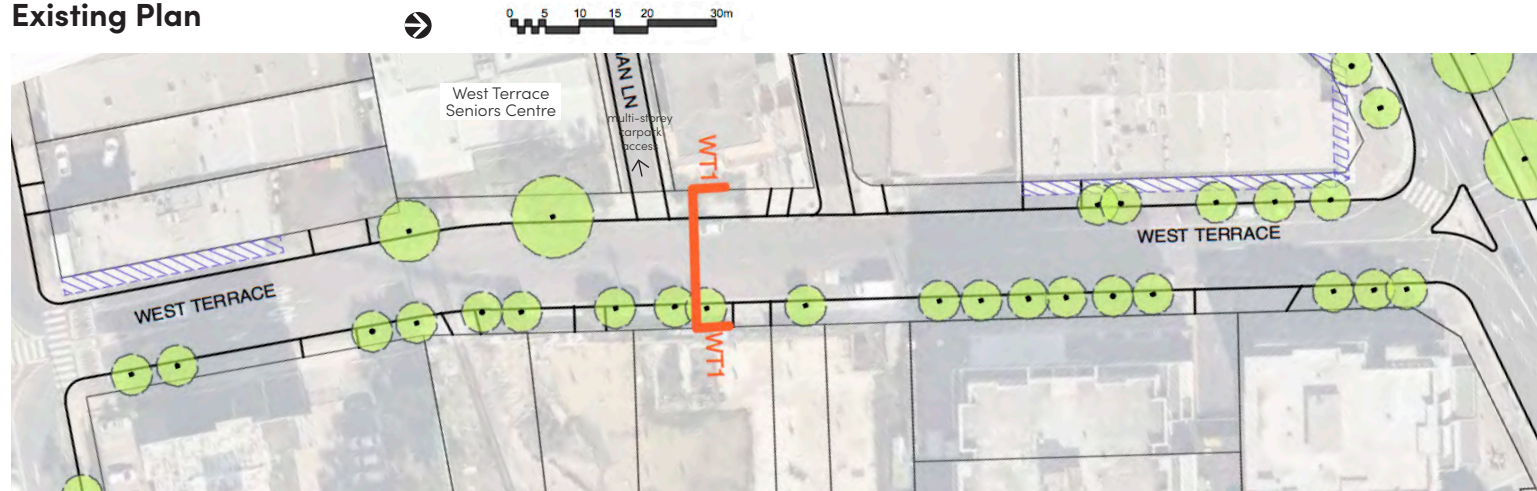
RAYMOND STREET

Proposed View (looking West)

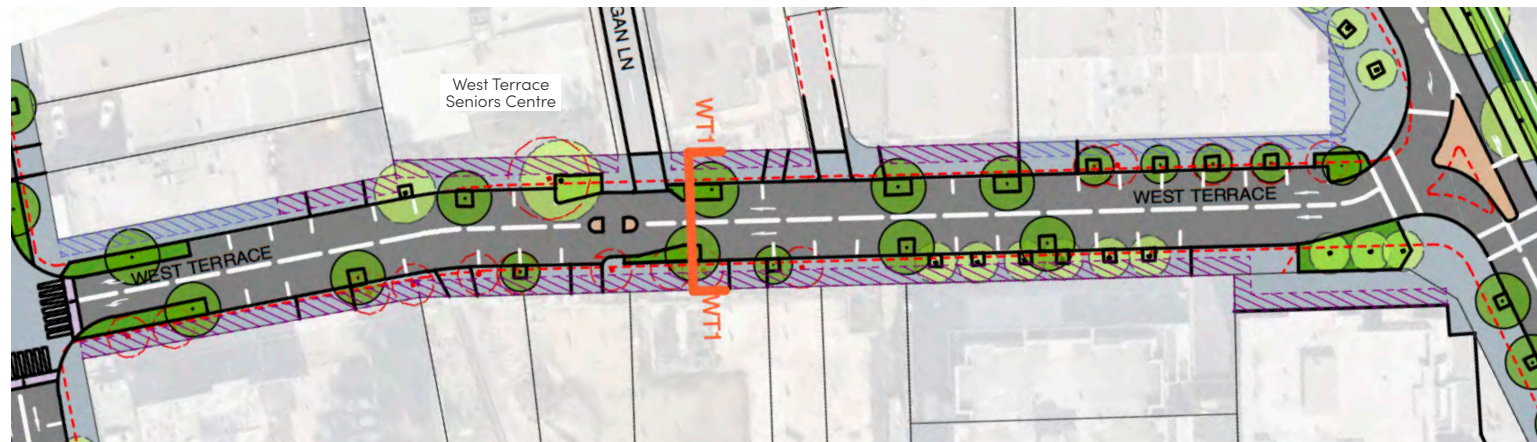
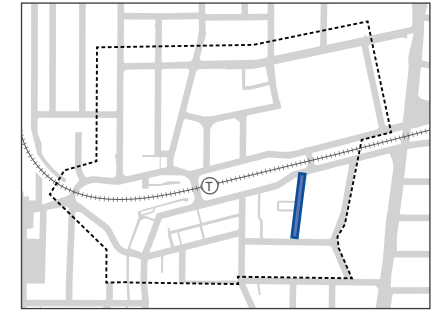


07 WEST TERRACE

Existing Plan



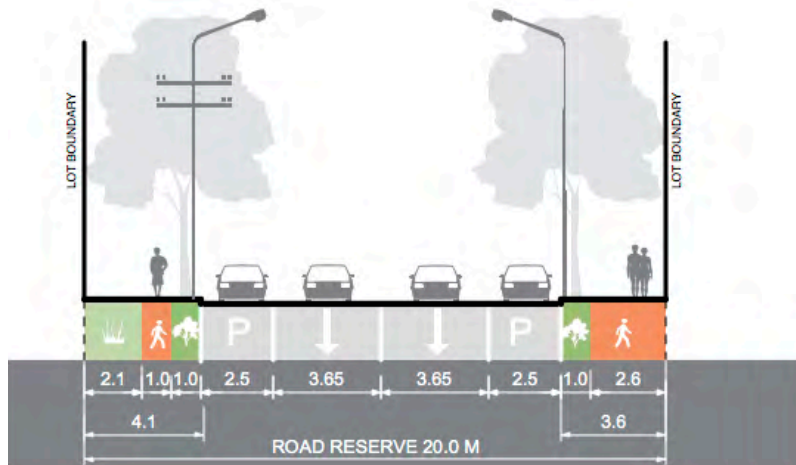
Proposed Plan



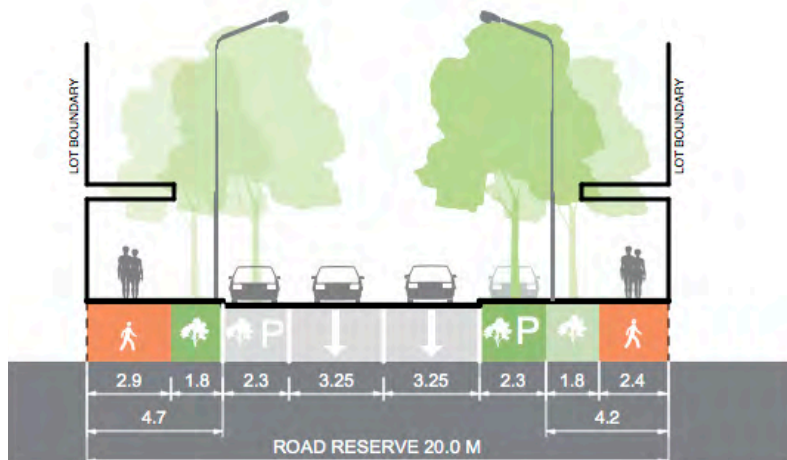
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	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

WEST TERRACE

Existing Section



Proposed Section



Future Street Character

A pedestrian-friendly tree-lined neighbourhood street supporting high density residential development.

Key Changes

- Relocate West Terrace carpark to Marion St to reduce traffic in CBD and make parking more accessible from ring road.
- Provide kerb bulb-outs at intersections with South Tce and Raymond St to reduce pedestrian crossing distance and slow turning vehicles.
- Widen footpath on both sides and upgrade footpath paving as per PDTM.
- Provide additional street trees for enhanced amenity and traffic calming.
- Underground powerlines to enable full tree canopy growth.
- Net loss of 3 on-street car bays (from 32 to 29).

07

WEST TERRACE

Existing View (looking South)



WEST TERRACE

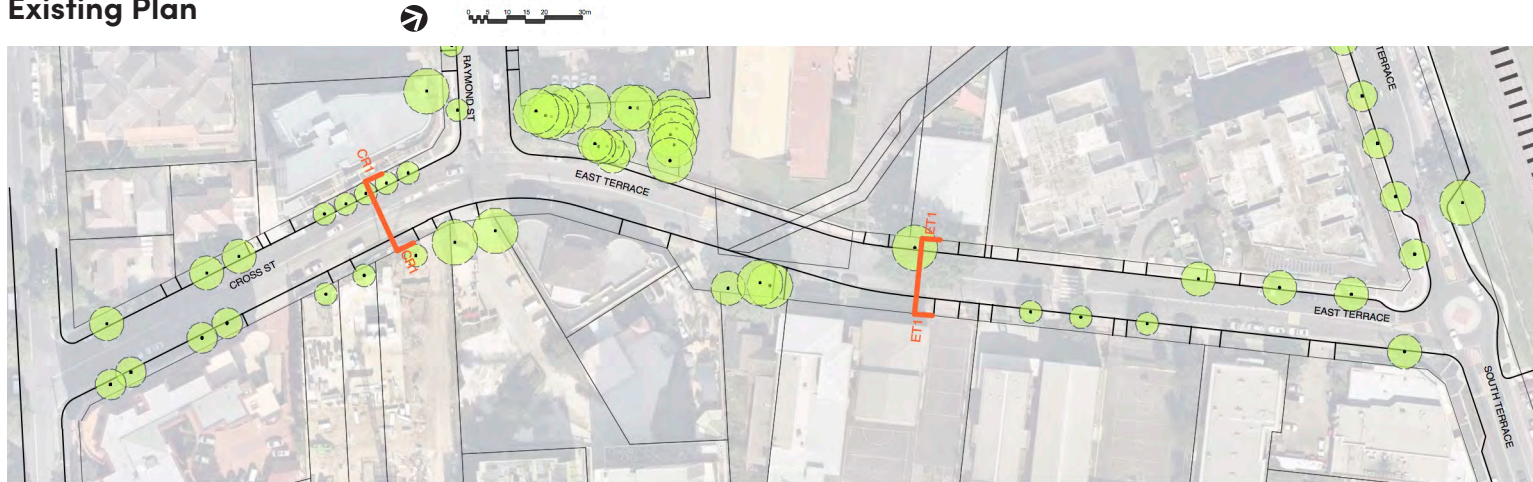
Proposed View (looking West)



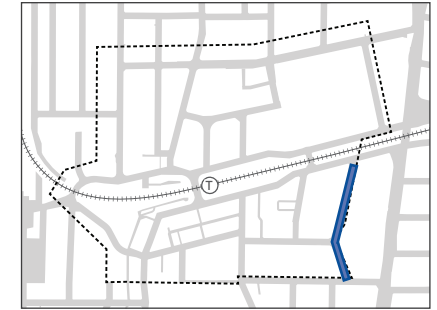
07

EAST TERRACE / CROSS STREET

Existing Plan



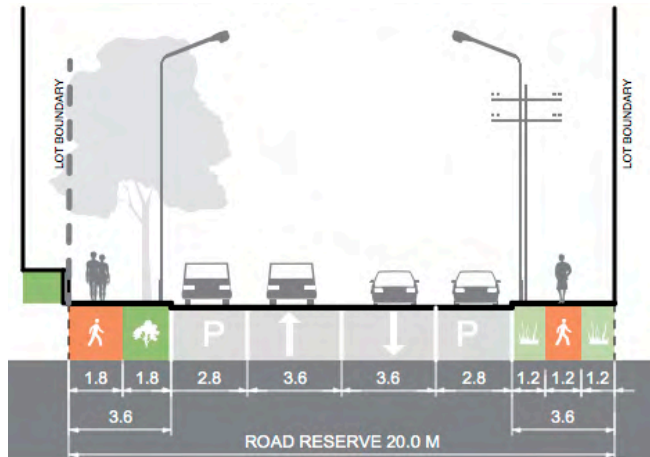
Proposed Plan



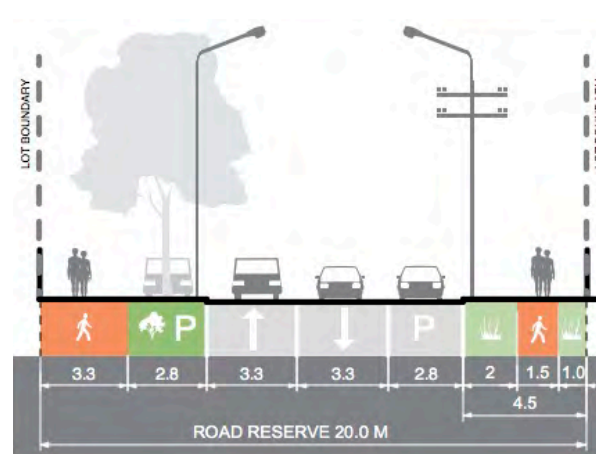
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	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

EAST TERRACE/CROSS STREET

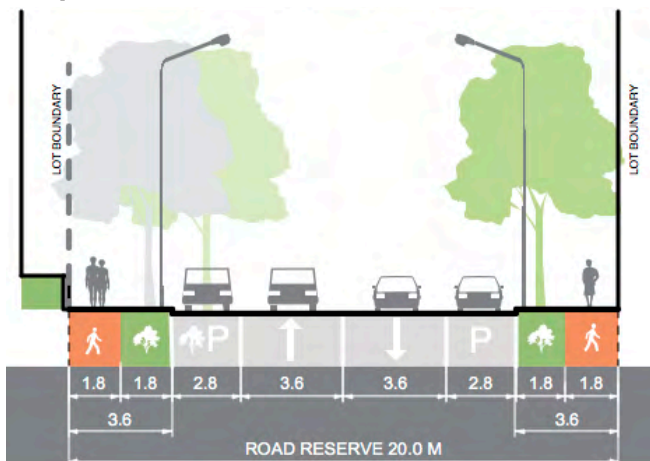
Existing Section (Cross St)



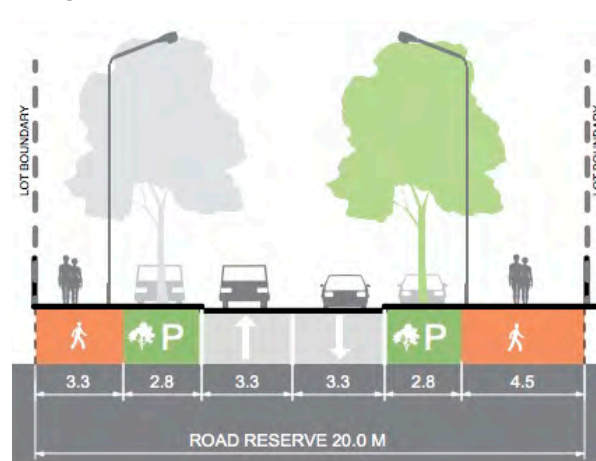
Existing Section (East Tce)



Proposed Section (Cross St)



Proposed Section (East Tce)



Future Street Character

A pedestrian-friendly tree-lined neighbourhood street supporting school students and high density residential development.

Key Changes

- Raised pedestrian crossing near intersection with Raymond St.
- Pedestrian refuge island at intersection with Stanley St.
- Provide additional street trees for enhanced amenity and traffic calming.
- Underground power lines to enable full tree canopy growth.
- Upgrade footpath paving as per PDTM.
- Upgrade existing mid-block pedestrian connection to Stacey Street with clearer signage and footpath upgrades.
- Upgrade park on corner of Raymond St/ East Tce to have more usable space.
- East Tce net loss of 2 on-street parking bays (from 35 to 33).
- Cross Street net loss of 11 on-street parking bays (from 26 to 15).

EAST TERRACE / CROSS STREET

Existing View (looking South)



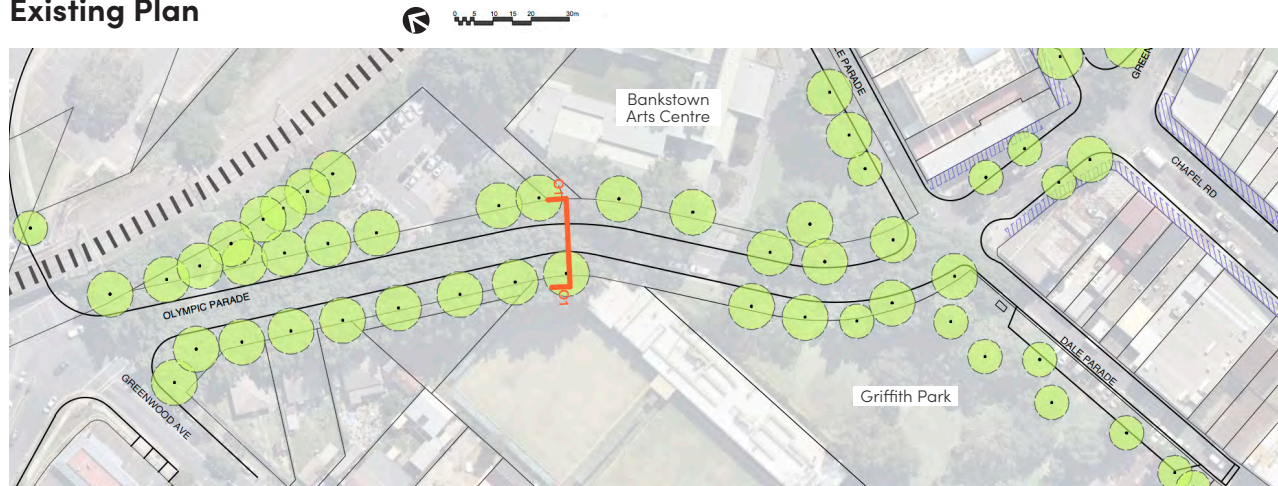
EAST TERRACE/CROSS STREET

Proposed View (looking South)

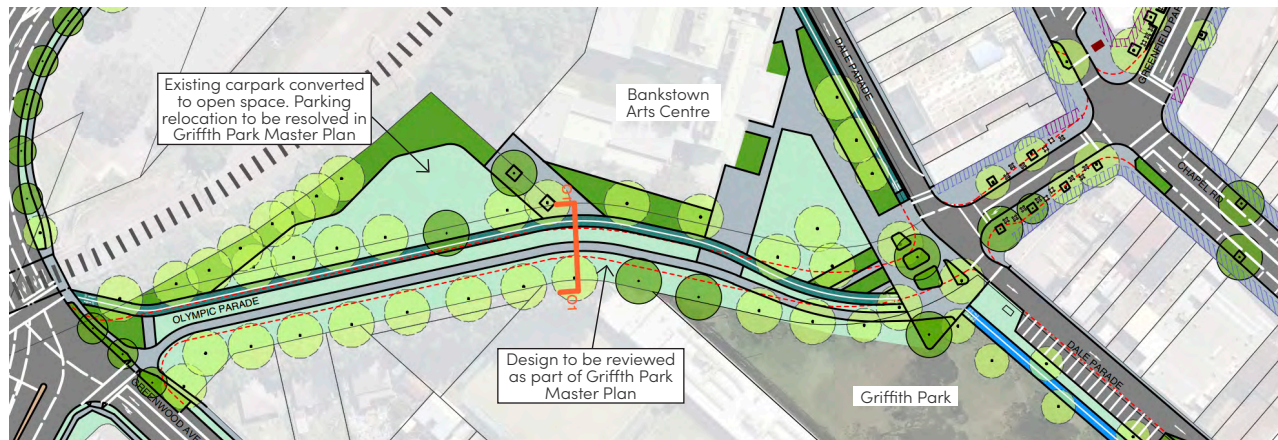
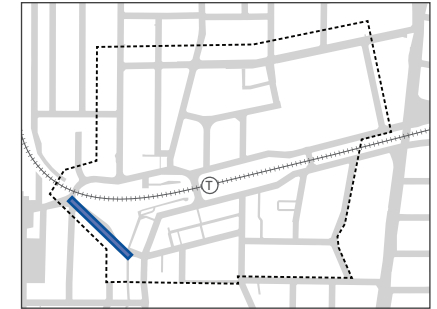


07 OLYMPIC PARADE

Existing Plan



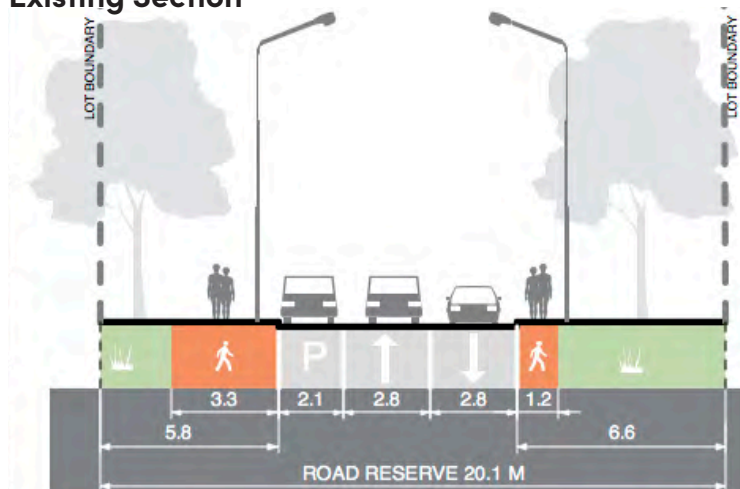
Proposed Plan



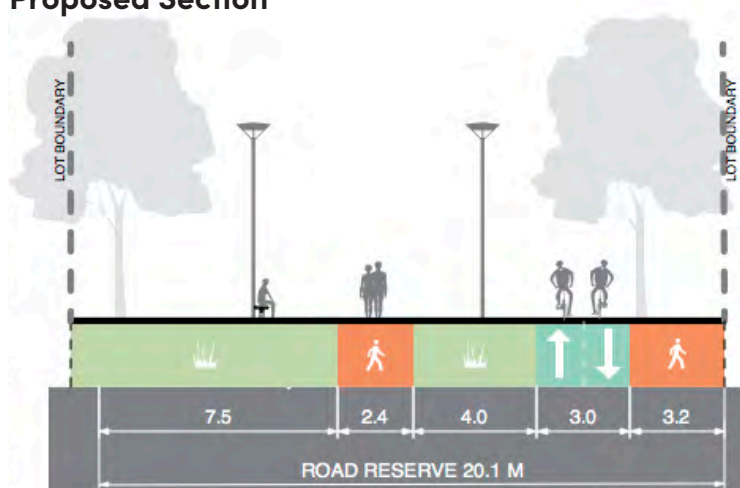
	Public domain pavement as per Council's Public Domain Technical Manual
	Separated bike path
	Two-way shared path
	Asphalt road
	Bus only zone
	Existing kerb to be removed
	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

OLYMPIC PARADE

Existing Section



Proposed Section



Future Street Character

An active pedestrian and cycle corridor which celebrates the generous mature trees and becomes part of an enlarged Griffith Park green space.

Key Changes

- Closed to vehicles between Marion St and Dale Parade to reduce east-west through traffic and encourage use of ring road to access car parks.
- Retain all existing trees.
- Provide a two-way separated bike path connecting to existing regional network.
- Relocate Arts Centre car park and expand open space in this location.
- Design of entire area to be reviewed as part of Griffith Park Master Plan (includes Bankstown Arts Centre, Griffith Park, Bowling Club, Olympic Parade, Dale Parade and Brandon Avenue carpark).
- Loss of 10 on-street car parking bays (from 10 to 0).

07

OLYMPIC PARADE

Existing View (looking West)



OLYMPIC PARADE

Proposed View (looking West)

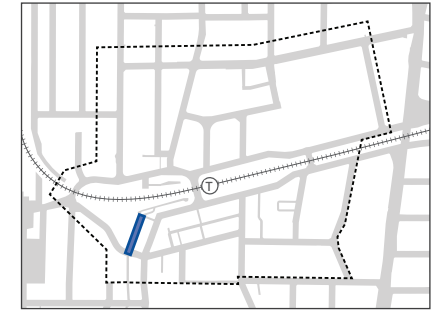


07 DALE PARADE

Existing Plan



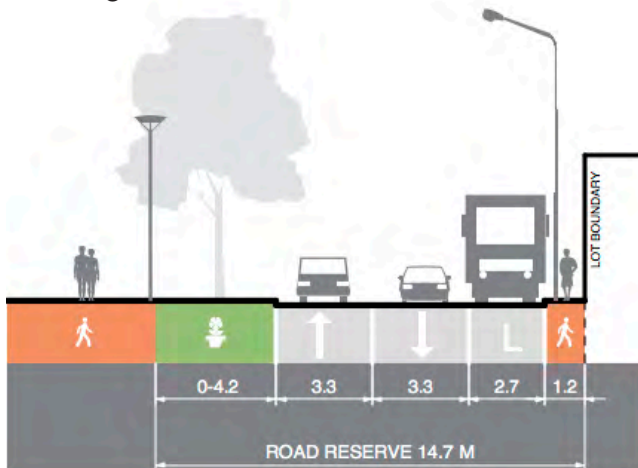
Proposed Plan



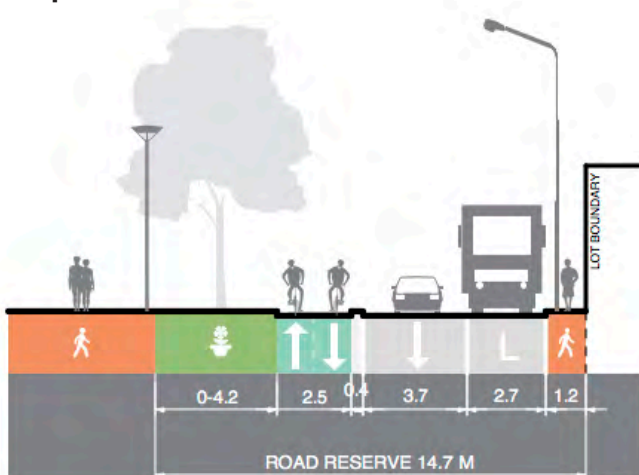
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	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

DALE PARADE

Existing Section



Proposed Section



Future Street Character

A one-way service lane for the commercial properties and a key part of the north-south bike route through the CBD.

Key Changes

- Convert the two-way section of Dale Parade north of Olympic Pde to one-way southbound.
- Retain all existing trees, street parking and loading bays.
- Provide a separated two-way bike path from Olympic Parade to the rail line.
- Provide a shared path from Olympic Parade to Brandon Avenue.
- Convert the existing raised threshold at the south end of Dale Pde into a formal pedestrian crossing.
- Design of entire area to be reviewed as part of Griffith Park Master Plan (includes Bankstown Arts Centre, Griffith Park, Bowling Club, Olympic Parade, Dale Parade and Brandon Avenue carpark).

07

DALE PARADE

Existing View (looking South)



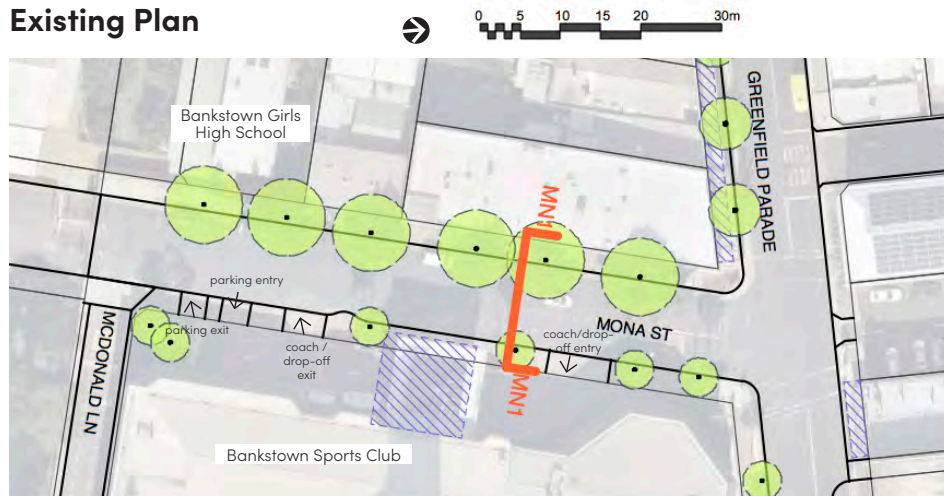
DALE PARADE

Proposed View (looking South)

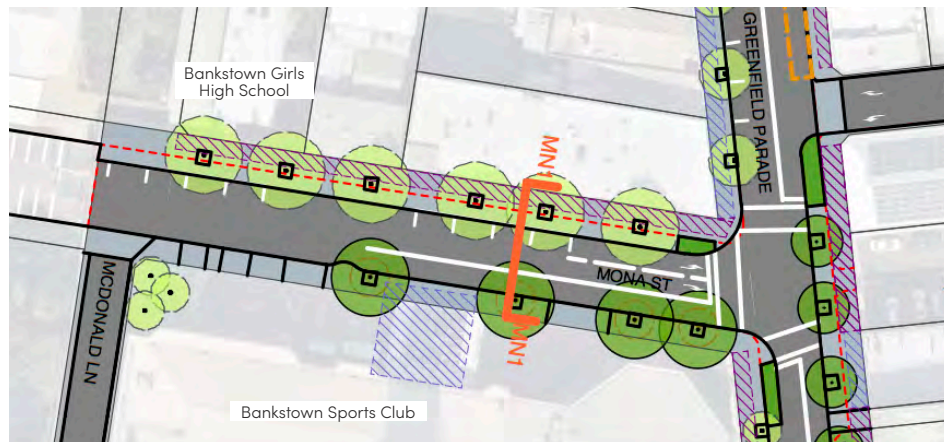
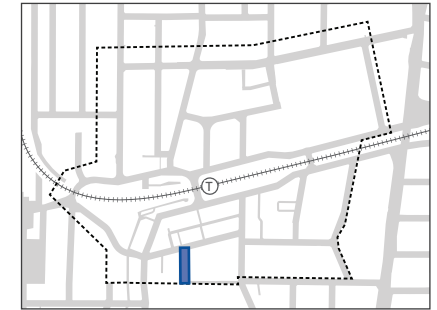


07 MONA STREET

Existing Plan



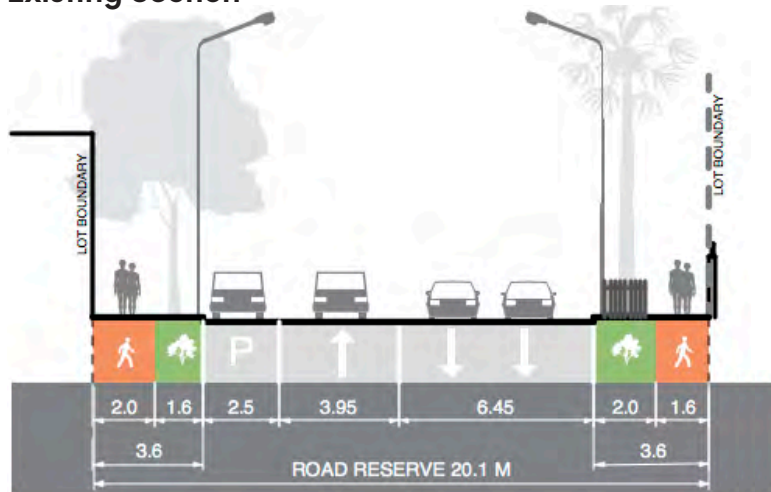
Proposed Plan



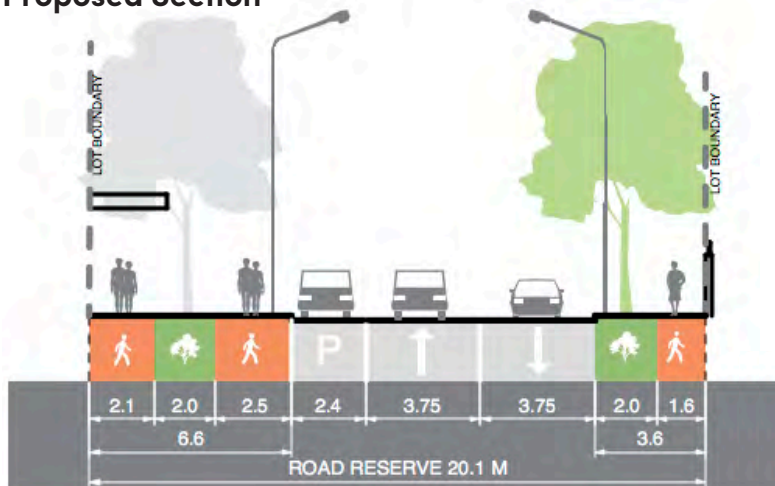
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	Two-way shared path
	Asphalt road
	Bus only zone
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	Proposed kerb/ Existing kerb to be retained
	Proposed increased setback
	Back seat
	Cafe seating
	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

MONA STREET

Existing Section



Proposed Section



Future Street Character

An important vehicle and pedestrian access street to the Sports Club, High School and Public School.

Key Changes

- Widen footpath on western side to cater for school students and upgrade paving as per PDTM.
- Provide kerb bulb-outs at Greenfield Pde intersection to reduce crossing distance.
- Replace palm trees with species as per PDTM.
- Investigate creating public pedestrian access from Monna Street to Bankstown City Gardens/ Memorial Park through school carpark.
- Net increase of 3 on-street parking (from 5 to 8).

07

MONA STREET

Existing View (looking South)



MONA STREET

Proposed View (looking South)



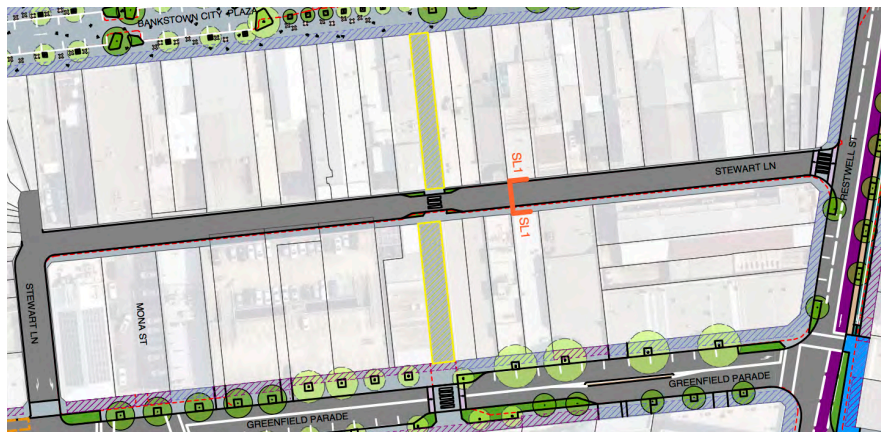
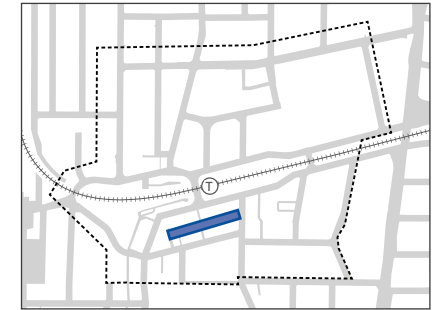
07

STEWART LANE

Existing Plan



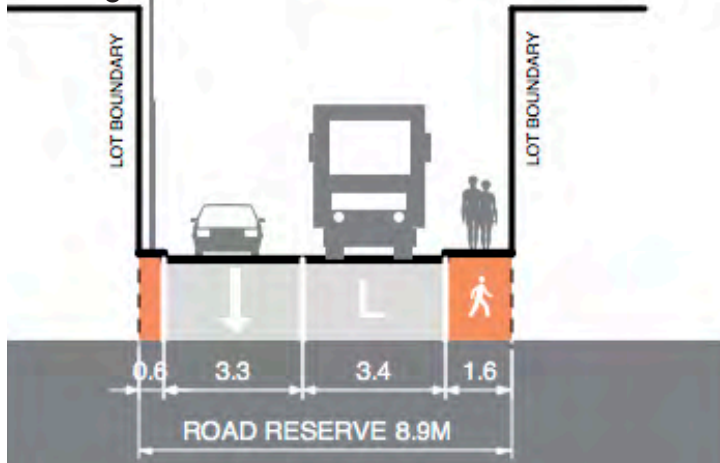
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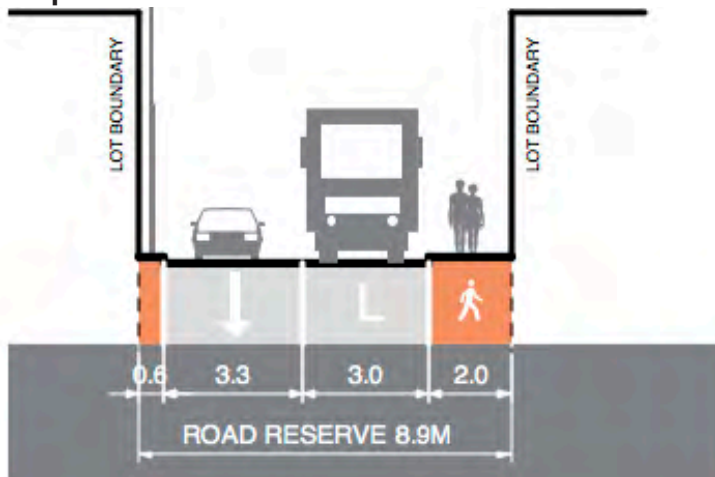
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	Bollard @1.8m cts
	Walling
	Existing awning
	Proposed awning
	Existing pedestrian link
	Proposed pedestrian link
	Bus stop
	Turf
	Garden bed
	Existing tree canopy to be retained
	Existing tree canopy to be removed
	Proposed tree canopy

STEWART LANE

Existing Section



Proposed Section



Future Street Character

A one-way service lane to commercial properties with opportunity for activation at the mid-block pedestrian connection.

Key Changes

- Retain existing access and loading bays (10).
- Widen footpath on southern side (and eastern side of the Greenfield Pde entry) to 2m and upgrade footpath paving as per PDTM.
- Convert the existing mid-block pedestrian crossing to a raised crossing and add landscape amenity.
- Provide raised pedestrian crossings at intersections with Restwell St and Greenfield Pde.
- Investigate creative lighting or artworks to enhance amenity and safety of laneway.
- Mandate passive surveillance of laneway in any new developments.
- Retain and upgrade the public pedestrian laneway from Bankstown City Plaza to Greenfield Parade and transfer ownership to Council (currently owned by Bankstown Sports Club).

07

STEWART LANE

Existing View (looking East)

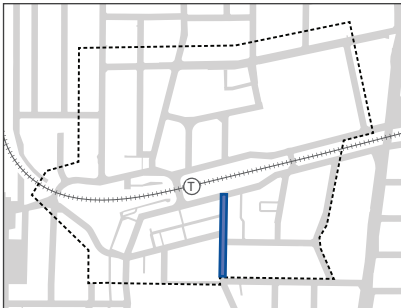


STEWART LANE

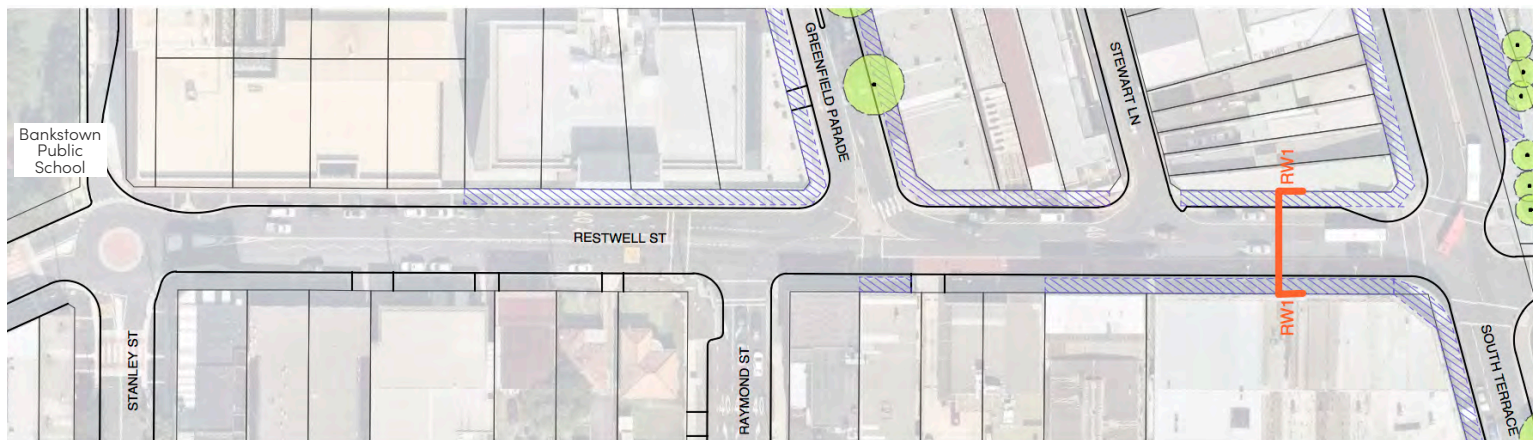
Proposed View (looking East)



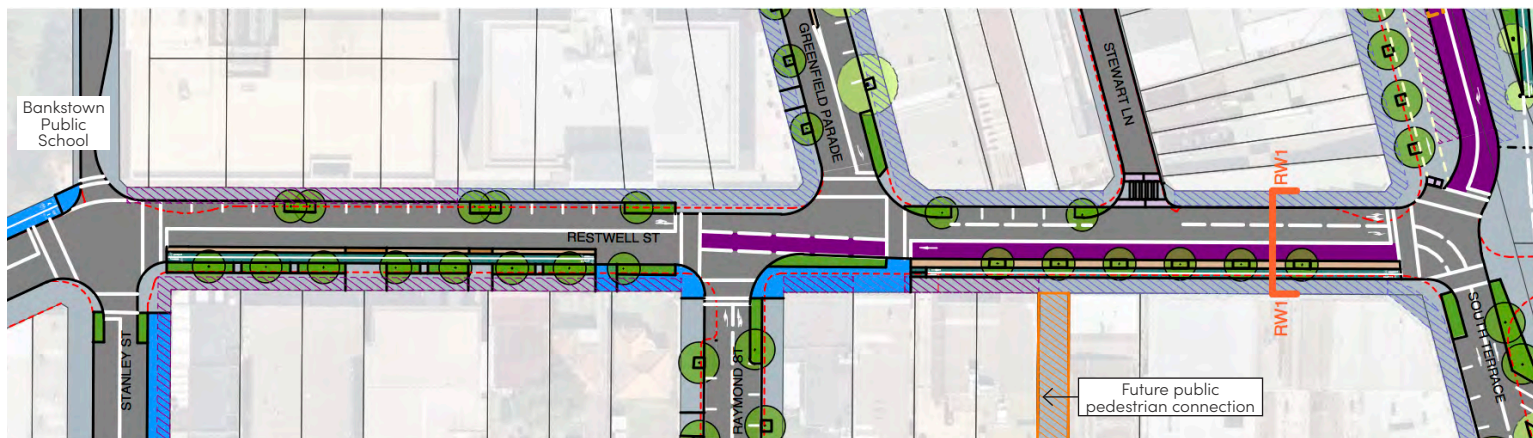
07 RESTWELL STREET



Existing Plan



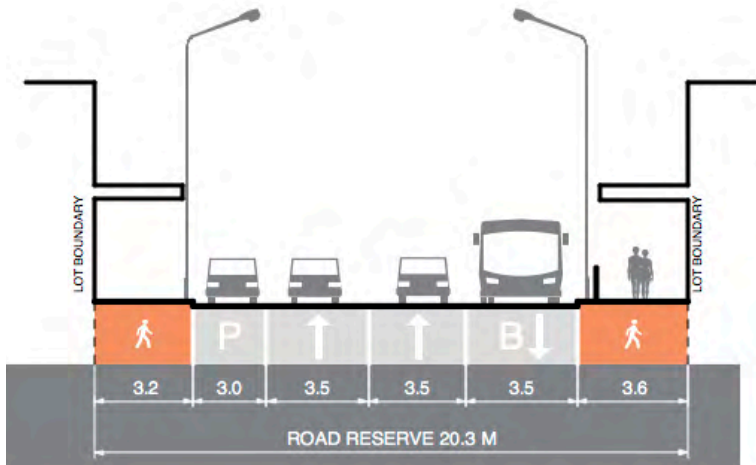
Proposed Plan



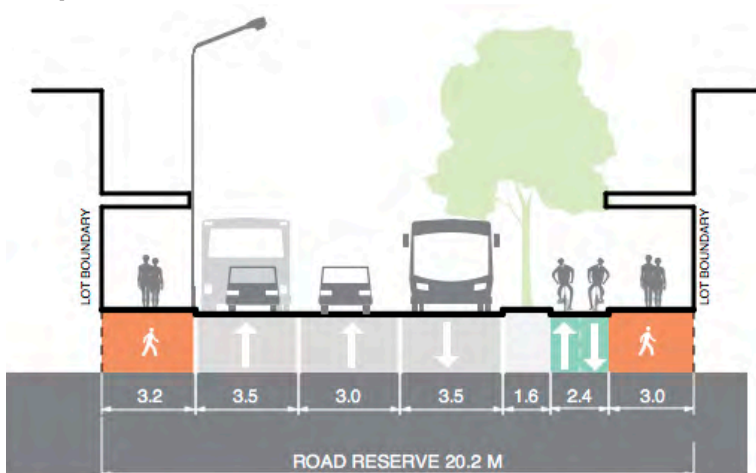
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|---|--|
|  | Public domain pavement as per Council's Public Domain Technical Manual |
|  | Separated bike path |
|  | Two-way shared path |
|  | Asphalt road |
|  | Bus only zone |
|  | Existing kerb to be removed |
|  | Proposed kerb/ Existing kerb to be retained |
|  | Proposed increased setback |
|  | Back seat |
|  | Cafe seating |
|  | Bollard @1.8m cts |
|  | Walling |
|  | Existing awning |
|  | Proposed awning |
|  | Existing pedestrian link |
|  | Proposed pedestrian link |
|  | Bus stop |
|  | Turf |
|  | Garden bed |
|  | Existing tree canopy to be retained |
|  | Existing tree canopy to be removed |
|  | Proposed tree canopy |

RESTWELL STREET

Existing Section



Proposed Section



Future Street Character

A commercial street that is part of the 'activity spine' linking parks and schools in the south to the rail line and civic precinct in the north and also an important part of the bike route and bus route through the CBD.

Key Changes

- Maintain existing southbound bus lane and two northbound lanes.
- Provide two-way separated bike path.
- Signalise intersection with Stanley St and modify intersection with Raymond St/ Greenfield Pde.
- Provide kerb bulb-outs at intersections with Raymond St, Greenfield Pde + South Tce.
- Underground powerlines south of Raymond St to enable full tree canopy growth.
- Provide additional street trees for enhanced amenity and traffic calming.
- Upgrade footpath paving as per PDTM.
- Mandate public mid-block pedestrian connection from Restwell St to West Tce as part of future redevelopment.
- Net loss of 7 on-street spaces (from 23 to 16).

07

RESTWELL STREET

Existing View (looking South)



RESTWELL STREET

Proposed View (looking South)



08

ACTION PLAN

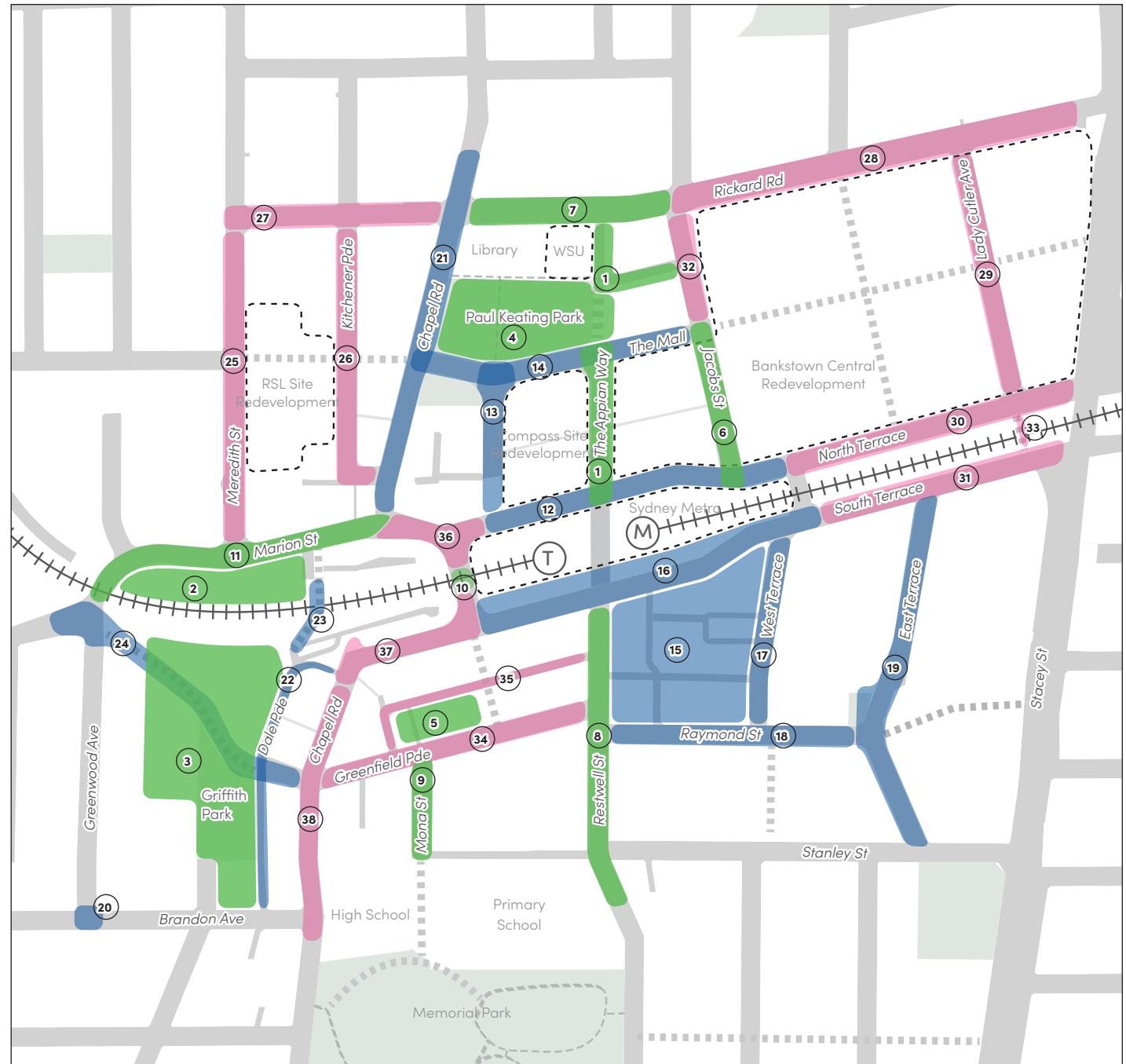




08 ACTION PLAN

The Action Plan is a prioritised list of all the recommendations set out in this report and is envisaged to be implemented progressively over the next 20 years. The plan opposite depicts the capital works projects.

- ⓧ Approximate order of priority
- High Priority
- Medium Priority
- Low Priority
- ⋯ Other Major Projects



High Priority				
Order of Priority	Action	Dependencies / Timing	Page Ref	Responsible Department
Operational				
a	Adopt Bankstown Complete Streets vision, principles, strategies and action plan.		76, 80	City Design
b	Become signatory to the Shared Mobility Principles.		142	City Design
c	Adopt revised Public Domain Technical Manual and Street Design Manual.		142	City Design, Roads, Parks, Development
d	Review the recommended street setbacks, through-site links and reduced parking provision in the CBD and incorporate into DCP.		115, 134	City Design, Spatial Planning
e	Introduce smart parking technology to Council off-street parking stations and reduce provision of all day parking.		136	Digital Innovation, Roads
f	Coordinate an active travel program with primary schools, high schools and tertiary education providers.		114	Roads, Community Services
g	Provide dedicated on-street car-share spaces in the CBD.		136	Roads
h	Implement clearways on full length of ring road at peak hours.		128	Roads
Capital Works				
1	The Appian Way	Prior to completion of WSU and Sydney Metro in order to cater for the increased pedestrian movement. Buses re-routed on Fetherstone St (2-way) until Jacobs St extension complete. Requires temporary change to intersections of Fetherstone at The Mall and North Tce to cater for 2-way traffic.	178	Roads, Works, City Design (+ WSU + Vicinity + Compass site)
2	Marion Street carpark redevelopment	Prior to closure of Greenfield Parade to transfer the parking spaces. Includes integration of smart parking technology.	132	City Design, Works, Property, Spatial Planning
3	Griffith Park Master Plan (includes Brandon Ave carpark review)	Implementation may be staged.	132	City Design, Parks, Works, Property
4	Paul Keating Park Master Plan	Implementation may be staged.	N/A	City Design, Parks, Works
5	Greenfield Parade carpark closure and sale.	Parking spaces relocated to Marion Street carpark.	132	City Design, Works, Property, Spatial Planning

6	Jacobs St extension (The Mall to North Tce – bus only access)	As part of Bankstown Central redevelopment (western end). Can't become operational until North Terrace converted to 2-way.	184	Roads, Works, City Design + TfNSW, Vicinity
7	Rickard Road (Jacobs St – Chapel Rd)	As part of WSU development to cater for increased pedestrians and cyclists.	150	Roads, Works, City Design + WSU
8	Restwell Street (South Tce – Ross St)	Completed when Metro opens to cater for increased pedestrians and cyclists.	258	Roads, Works, City Design
9	Mona Street		250	Roads, Works, City Design
10	Existing rail overbridge (Bankstown City Plaza central)		196	Roads, Works, City Design + Sydney Trains
11	Marion Street		198	Roads, Works, City Design

Medium Priority

Order of Priority	Action	Dependencies / Timing	Page Ref	Responsible Department
Operational				
i	Introduce smart parking to on-street parking, further reduce provision of all-day parking.		136	Roads, Digital Innovation
Capital Works				
12	North Terrace (Jacobs St – Fetherstone St)	When Jacobs St extension complete.	204	Roads, Works, City Design
13	Fetherstone St plaza / shared zone	When North Tce complete and buses re-routed to Jacobs St extension.	174	Roads, Works, City Design
14	The Mall (Chapel Rd – Jacobs St)	When Fetherstone St complete.	170	Roads, Works, City Design
15	West Terrace Master Plan and closure of carpark	Parking spaces relocated to Marion Street carpark.		City Design, Parks, Works, Spatial Planning, Property
16	South Terrace (bus overbridge – West Tce)	When southern bus layover relocated.	212, 216	Roads, Works, City Design + TfNSW.
17	West Terrace	When West Terrace Council sites redeveloped.	266	Roads, Works, City Design, Property
18	Raymond Street	When West Terrace Council sites redeveloped.	230	Roads, Works, City Design, Property
19	East Terrace and Cross Street		238	Roads, Works, City Design
20	Brandon Ave / Greenwood Ave signals		130	Roads, Works
21	Chapel Road (Marion St – Rickard Rd)		164	Roads, Works, City Design

22	Dale Parade	As part of Griffith Park redevelopment.	246	Roads, Works, City Design
23	Pedestrian / cyclist rail overbridge	As part of Marion St carpark redevelopment.	198	Roads, Works, City Design, Property + Sydney Trains
24	Olympic Parade	As part of Griffith Park redevelopment.	242	Roads, Works, City Design, Property

Low Priority

Order of Priority	Action	Dependencies / Timing	Page Ref	Responsible Department
25	Meredith St	When mid-block connection from Kitchener Pde to Chapel Rd delivered and/or demand warrants it.	156	Roads, Works, City Design
26	Kitchener Parade	When mid-block connection from Kitchener Pde to Chapel Rd delivered.	160	Roads, Works, City Design
27	Rickard Road (Chapel Rd – Meredith St)	When Aldi site redevelops and/or demand warrants it.	148	Roads, Works, City Design
28	Rickard Road (Stacey St – Jacobs St)	As part of Bankstown Central redevelopment.	152	Roads, Works, City Design + Vicinity
29	Lady Cutler Avenue	As part of Bankstown Central redevelopment (eastern end).	188	Roads, Works, City Design + Vicinity
30	North Terrace (Stacey St – Jacobs St)	As part of Bankstown Central redevelopment.	206	Roads, Works, City Design + Vicinity
31	South Terrace (West Tce – Stacey St)	When east-west bike route alignment confirmed.	218	Roads, Works, City Design
32	Jacobs Street (Rickard Rd – The Mall)	As part of Bankstown Central redevelopment.	184	Roads, Works, City Design + Vicinity
33	Pedestrian rail overbridge (near Lady Cutler Ave)	As part of Bankstown Central redevelopment.	206	Roads, Works, City Design + Vicinity, Sydney Metro
34	Greenfield Parade	As part of redevelopment of properties on Greenfield Pde.	226	Roads, Works, City Design + Bankstown Sports Club
35	Stewart Lane	As part of redevelopment of properties on Greenfield Pde.	254	Roads, Works, City Design + Bankstown Sports Club
36	Bankstown City Plaza (north)		192	Roads, Works, City Design
37	Bankstown City Plaza (south) / Chapel Road (south) ie. Saigon Place		210	Roads, Works, City Design
38	Chapel Road (south)		222	Roads, Works, City Design

FUNDING OPTIONS

Value Capture

Value captures provides a means to capture a portion of property value uplift that results from public investment in a given area, such as a new Metro service, and utilise those funds to improve the local area in ways that can be shared by all, such as Complete Streets. There have been numerous international and local studies which have demonstrated the effectiveness of value capture. Capturing the increase of value that comes with the new Metro service can be a means to fund Complete Streets works.

The principle of Value Capture is contingent on Council completing a Master Plan that significantly increases the development potential within the city centre. If this occurs, the opportunity exists to capture up to 50% of uplift (additional yield excluding Affordable Housing contributions), with Councils such as City of Sydney, City of Parramatta, Inner West Council and North Sydney Council setting similar precedents.

A Voluntary Planning Agreement (VPA) and Special Infrastructure Contribution (SIC) Levy are two potential mechanisms to implement Value Capture in Bankstown.

It is important to examine how various parties will benefit from Complete Streets and how costs can be shared equitably.



Voluntary Planning Agreement (VPA)

Voluntary Planning Agreements (VPAs) are an existing and widely used mechanism in NSW and can be negotiated for all new development applications in the CBD, either financial or in-kind works, applied as a condition of development. Appropriate incentives, such as development bonuses, can also be included as part of the agreement.

In the case of high demand inner-city redevelopment sites, the levy imposed can be over and above Council's normal regime for infrastructure charges (i.e. a standard Section 94A Levy).

Public works improvements funded through VPA mechanisms should be adjacent to the redevelopment area and staged appropriately with the development of the site.

In this instance, a VPA is particularly beneficial to the developer as it increases the value of the real estate by delivering public amenity linked to the project delivered.

As part of Council's Development Control Plan, the current VPA requires a contribution of \$32,801.12/ car space as part of a new development. While the contribution is considerable, it is much less than the standard rate for car space construction (approximately \$60–85,000 across developments in Sydney). In the event of a shortfall, there is the potential that Council's Capital Works fund will have to cover the deficit. Furthermore, the limitation of this VPA contribution is its nexus to parking, which has the potential to be at odds with the principles of Complete Streets.

Special Infrastructure Levy (SIC)

The SIC levy is implemented by the State Government under the EP&A Act and helps provide funding towards the cost of infrastructure that enables and supports growth. Typical SIC Rates (per dwelling) can range from \$15,000 to \$35,000.

A SIC Levy must be linked to state infrastructure contributions, and as such, is likely unprecedented in the context of a Complete Streets Context. It could be applied to projects explicitly linked to the Metro, and roads controlled by RMS.

The Department of Planning & Environment could review and update Special Infrastructure Contribution (SIC) Levy system to improve commitment to specific infrastructure projects such as Complete Streets works or and / or new open spaces.

This is particularly considering that place-based infrastructure improves productivity and the federal government's Return-on-Investment (ROI).

FUNDING OPTIONS

RMS Active Walking and Cycling Funding

The NSW Government is committed to working with councils to make walking and cycling a more convenient, safer and enjoyable transport option that benefits everyone. The Active Transport (Walking and Cycling) Program is focused on improving connectivity for customers who choose to walk and cycle to major centres and public transport interchanges.

It includes five programs; two for walking (the Walking Communities Council Partnership Program, and Walking Communities Capital Program) and three for cycling (the Connecting Centres Council Partnership Program, the Priority Cycleways Program, and the Cycling Towns Program).

The following categories offer potential funding and would apply to Complete Streets

- infrastructure projects
- non-infrastructure projects
- projects in metropolitan areas
- development projects (inclusive of planning and design stages)
- implementation and construction projects
- evaluation projects.

If successful, funding for these proposals can take place for up to four years which allows longer-term projects to take place. Up to 100% funding of project costs can be obtained, depending upon the funding program.

Safer Roads Program

The Safer Roads Program is a partnership between the Centre for Road Safety and Roads and Maritime Services to deliver safer roads infrastructure throughout NSW.

The program identifies roads and roadsides with a higher risk or incidence of high-severity crashes, or crashes involving vulnerable road users. This is part of the 'Towards Zero' campaign.

In 2018-19, the program will carry out 180 road safety infrastructure upgrade projects throughout the state to the value of \$70.9 million, as part of a total program spend of \$713 million over 10 years. One such project is a Grant to Council to install targeted pedestrian safety improvements at a crossing point on Greenfield Parade, within the 'Liveable and Safe Urban Communities' Program.

Office of Open Space and Parklands Funding

As announced in April 2018, the NSW Government have committed \$290 million for more green and open spaces as part of the Open Spaces and Greener Sydney package.

This includes the 'Everyone Can Play' Grant Program which supports councils to renew, renovate and build inclusive playgrounds. In 2018-19, \$4 million in funding was allocated for the Everyone Can Play program.

It also includes the 'Five Million Trees' Grant Program which supports local councils in Greater Sydney to enhance urban tree canopy by co-funding tree planting projects in public spaces

such as streets, parks and plazas. \$6 million of funding was available in 2018-19, and thirty-two projects were awarded funding totaling \$5,378,407 across 20 councils in Greater Sydney.

The 'Five Million Trees' Grant Program is part of the Climate Fund, which allows councils to apply for grants to plant trees, put up shade clothes and install water-misting systems in public places. The NSW Government is investing a total of \$1.4 billion between 2017 and 2022 through this fund.

Smart Cities Plan Funding

Committed by the Australian Government in 2016, the Smart Cities Plan sets out the Government's vision for productive and liveable cities that encourage innovation, support growth and create jobs.

As part of this Plan, The \$50 million competitive Smart Cities and Suburbs Program was announced, which supported projects that apply innovative technology-based solutions to urban challenges. Amongst the successful projects benefiting from the funding, were a City Sensor Network Project, Urban

Irrigation Project, Community Park Project, and Smart Parking Projects – all of which are relevant to Complete Streets. While the most recent applications for this program closed on 2 July 2018, similar Smart Cities Funding should be pursued, where available.

FUNDING OPTIONS

Local Government Act

Consider the possibility of alternate legislation to fund Complete Streets infrastructure. Under the NSW EP&A Act, developer Cash In Lieu contributions for parking must be spent on parking infrastructure. Council has currently accumulated approximately \$1.5M in this manner which is allocated to be spent on carpark redevelopment.

In cases where this legislation is not working towards the broader goal of Complete Streets (i.e promoting car-based travel behaviours), the opportunity exists to break the nexus of developer Cash In Lieu contributions from the EP&A Act, to the Local Government Act.

This change in legislation provides Council with the flexibility to shift Cash In Lieu contributions over time. As travel behaviour moves towards public transport and demand for parking goes down, developer contributions could be shifted to a broader Complete Streets infrastructure fund and other types of infrastructure.

CBD Special Rate

Council may create a geographic boundary for urban renewal and apply to IPART for a special rate variation to partially fund infrastructure.

This rate variation will be applied to all properties in the study area based on benefits resulting from the Complete Streets project, such as improved amenity, accessibility, and visitation appeal.

This was applied recently by Coffs Harbour City Council, who recently approved a CBD Special Business Rate to allow for the completion of a City Centre works program which was developed around strategies identified in their City Centre Master Plan.

A similar special rate (suggested between 1 – 3% more) could be applied to the Bankstown CBD for 10 years and if deemed a success, could be extended an additional 10 years or until Complete Streets works is finalised.

It should be noted that a rate variation would not create an altogether significant increase and should be combined with other funding options.

Section 94 Contributions

A standard one-off levy applied to all new developments in the CBD, applied through a Section 94 Contribution Plan.

Council have recently reviewed existing Section 94 Contribution schemes to create a nexus between Complete Streets infrastructure and new development. However, it should be understood that one of the limitations of Section 94 Contributions is that levies collected apply across the whole LGA and may not all be directed to infrastructure works in the CBD.

As part of this process a review of redundant infrastructure (e.g. car centric infrastructure), parking minimums, residential caps and indexing is recommended.

Parking Levy, Paid Parking & Sale of Carparks

Parking levies typically involve an annual fee on the owners of carparks within a designated area (such as the CBD Study Area).

Furthermore, Council could utilise funds from the sale or redevelopment of parking stations for Complete Streets implementation.

Council could also introduce some areas with paid parking for Complete Streets implementation. All Council-managed parking is currently free and exploring a paid parking strategy is one of the most significant opportunities to change the function of the Bankstown CBD. Some positive effects of a paid parking approach include:

- Pricing and time restrictions provide certainty for when a time limit has expired, encouraging motorists to return to their vehicles. This will increase time self-enforcement as a measure to increase turnover, critical for the success of local businesses.
- Often, 'medium stay' parking can be difficult to enforce with time restriction alone due to 'shunting; where drivers will move their vehicles in order to remain within the restrictions
- Revenue contribution to maintaining parking infrastructure.
- Pricing can bring about behavioural change. It can serve as a disincentive to drive and an incentive to use other transport modes including active travel.

Whilst paid parking can be utilised as a 'tool' for Council to manage parking resources, it's suitability should be considered for different streets. Ensuring the following criteria is considered can assist in the placement / installation of ticket machines:

- Ensure the demand is sufficient to justify the costs of the ticket machines/other payment infrastructure
- Restrictions in the surrounding streets will ensure ticket machines will be used and not encourage motorists to park in less restricted or unrestricted areas.
- Parking generated by local businesses be contained within the Centre.

WHERE TO START? TRIAL PERIOD

Demonstration Projects

Before implementing permanent infrastructure into the CBD streets, certain streets in the CBD could be used to demonstrate, test and measure key streetscape improvements. Streets which have high pedestrian volume but low streetscape amenity, and are set to undergo dramatic change in the coming years, should be selected. Testing future outcomes through demonstration projects can be a powerful way to get the community and CBD users excited about what is to come while opening a dialogue about potential benefits of Complete Streets.

Lighter, Quicker, Cheaper

Many of the most effective demonstration projects are lighter, quicker, and cheaper than traditional approaches to improving cities. The success of such projects across the world is proof that expensive and labor-intensive initiatives aren't the only ways to go about change.

The benefits of temporary projects have proven to bring life to previously unused spaces, break down resistance to change, generate public interest, bring together stakeholders and more.

Outlined in the images to the right are initial ideas that have worked well in other global locations that could be implemented on one or more streets in Bankstown. Such projects can be implemented while long-range projects move forward in the background.

Test, Measure and Repeat

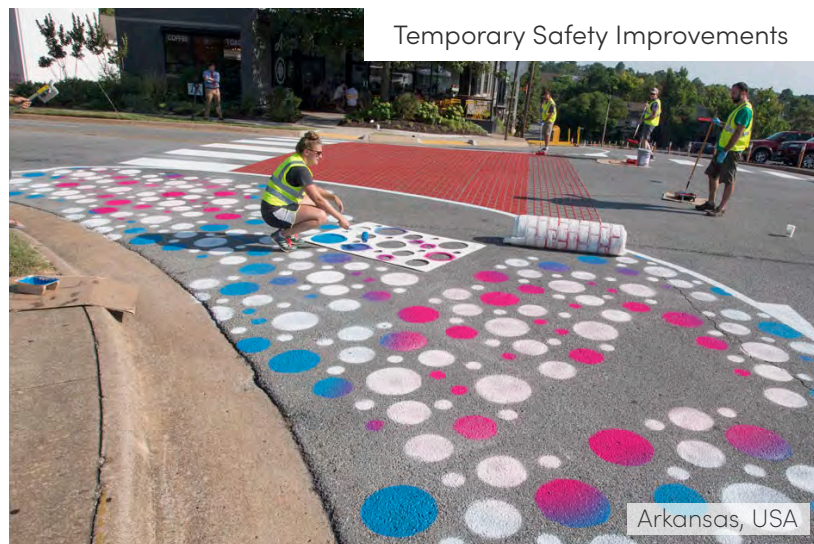
One of the best advantages of light, quick and cheap projects is the ability to create and test a project immediately, with direct community involvement. During the trial, Council can collect data on pedestrian behaviour and desires that can be used to inform future decision making.



Pop-Up Events / Road Closures



DIY Art Installations



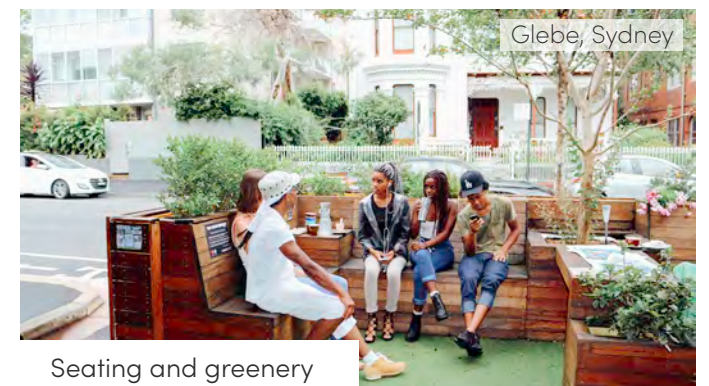
Temporary Safety Improvements



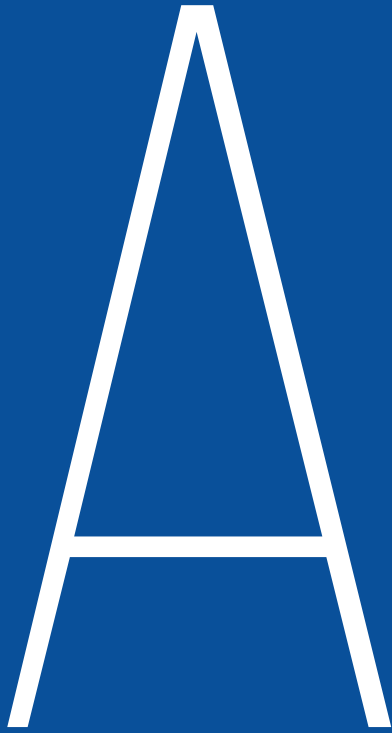
Live Music / Programming



Temporary Bike Lanes



Seating and greenery



APPENDIX

TRANSPORT + PLACE ANALYSIS

B

APPENDIX

WORKSHOP SUMMARIES



APPENDIX TRAFFIC MODELLING

D

APPENDIX

COSTINGS BREAKDOWN



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