

Have Your Say: Draft Pyrmont-Ultimo Transport Plan

Factsheet

October 2023



Transport for NSW acknowledges the Gadi and Wangal people of the Eora Nation as the Traditional Custodians of the lands and waters of Ultimo and Pirrama, the Pyrmont Peninsula, and pay respects to Elders past and present.

The Pyrmont Peninsula is a diverse and vibrant precinct undergoing an exciting transformation, as changes in land use and significant Government investment is helping to deliver the 20-year vision set out in the Pyrmont Peninsula Place Strategy (released by the Department of Planning & Environment in 2020).

The draft Pyrmont-Ultimo Transport Plan

Transport is committed to supporting the NSW Government's vision for the Pyrmont Peninsula. The draft Pyrmont-Ultimo Transport Plan outlines how we will work together with the City of Sydney over the next 20 years to make it easier for locals and visitors to get to, move around and enjoy all that the Pyrmont-Ultimo precinct has to offer.

We are seeking community feedback to help the NSW Government plan a series of initiatives based on the short, medium to long-term and 'Life of Plan' timeframes. It should be noted that many initiatives included in the draft Transport Plan are not funded or committed for delivery at this time.



**Have your say on the draft
Pyrmont-Ultimo Transport Plan
by Sunday, 26 November 2023**



Example of widened footpaths to improve local amenity and pedestrian experience.

A collaborative approach to planning

The draft Transport Plan has been developed in consultation with City of Sydney Council and other NSW Government agencies and draws on the vision and aspirations of local residents, employees, students and organisations.

Following community consultation, the final Transport Plan will provide a list of initiatives for consideration according to the NSW Government's funding and investment process.

Specific initiatives will undergo further investigation and community consultation before any investment decisions and relevant approvals.

Draft Pymont-Ultimo Transport Plan initiatives

The draft Transport Plan includes a range of potential actions and initiatives grouped around three main objectives:

- **Encourage more use of sustainable transport modes** by providing better walking, cycling and public transport connections.
- **Balance movement and place on key corridors** by investigating opportunities to increase local amenity for residents, workers and visitors.
- **Support connectivity to the future Sydney Metro West Pymont Station** by maximising safe, high-amenity pedestrian connections and public transport interchange with the new Sydney Metro station.

The map on the right provides a high-level snapshot of the types of initiatives to achieve each of these objectives.

Planning for change over the next 10-20 years

The 55 initiatives listed in the draft Transport Plan are prioritised to deliver improved transport and place outcomes over short, medium to long-term and 'Life of Plan' timeframes:

- 19 short-term initiatives are identified for further investigation, development or delivery within the next five years
- 16 medium to long-term initiatives have been identified for further investigation within the next 10-20 years.
- 20 'Life of Plan' initiatives have been identified for investigation, planning, and delivery as soon as opportunities arise over the life of the plan.

Draft Pymont-Ultimo Transport Plan – plan on a page

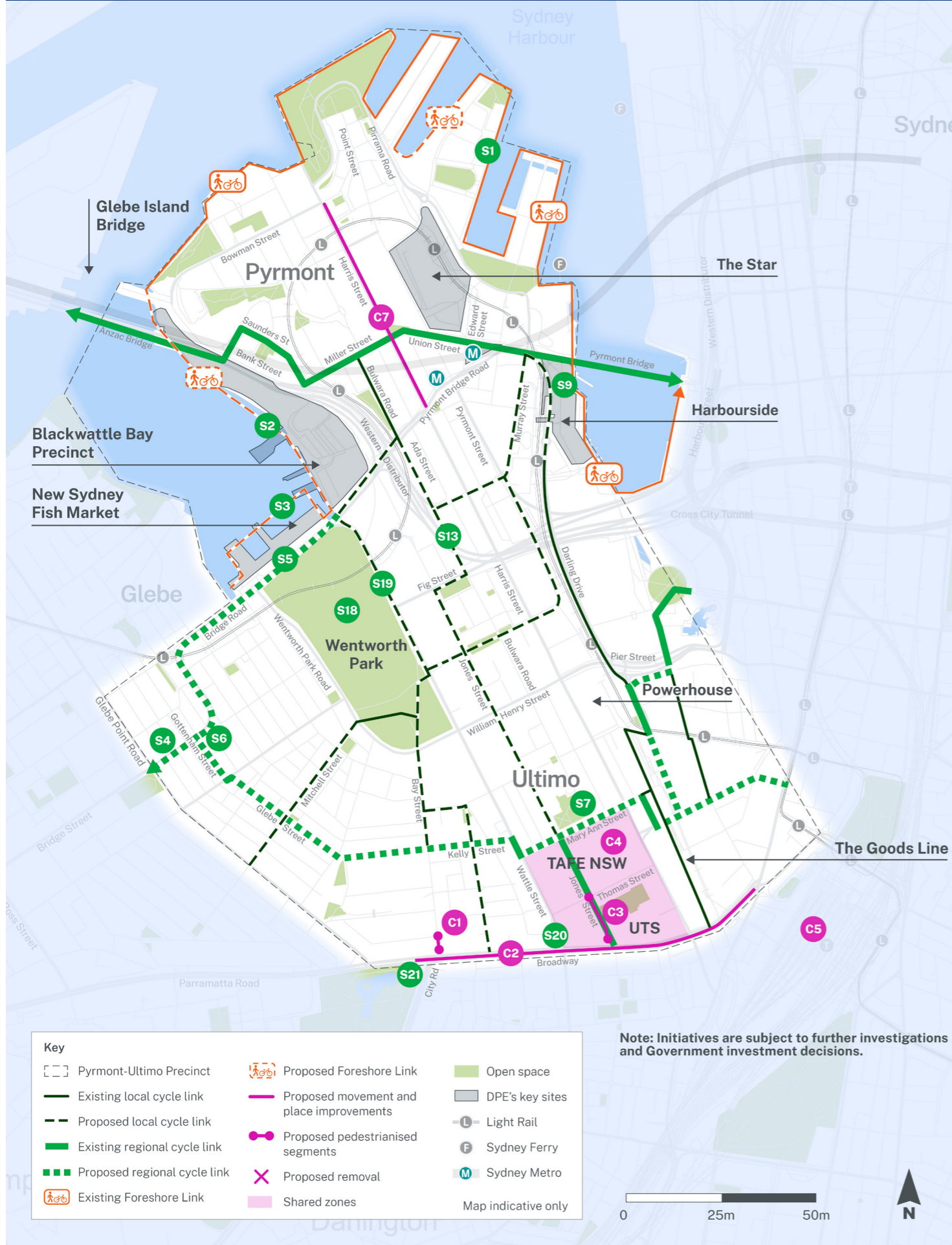


Life of Plan initiatives

These initiatives represent a commitment by Transport, the City of Sydney and other key stakeholders to work collaboratively to deliver these as soon as an opportunity arises during the life of the Pymont-Ultimo Transport Plan.

Broadly, these include initiatives such as improving accessibility and waiting areas at public transport stops, improving safe walking and cycling access to primary and secondary schools and opportunities to use storytelling and educational features to reflect First Nations traditional and cultural practices through signage and urban design.

Short-term initiatives (over the next five years)



Short-term initiatives within the next five years

These initiatives are considered to be the highest priority, which Transport expects will be investigated, planned for, and implemented within the next five years.

Short-term initiatives already in delivery

Encouraging travel by sustainable transport modes

- S5** Provide an east-west shared path along Bridge Road past the new Sydney Fish Market
- S7** Provide Mary Ann Street to Kelly Street cycle link

Short-term initiatives currently in planning

Encouraging travel by sustainable transport modes

- S1** Facilitate delivery of Parramatta to Sydney Foreshore Link between Darling Harbour and Blackwattle Bay Development, including Doltone House – Jones Bay Wharf Link, Metcalf Park, Place NSW site, Maritime Museum and connectivity through piers
- S2** Complete missing Parramatta to Sydney Foreshore Link through Blackwattle Bay Development
- S3** Complete missing Parramatta to Sydney Foreshore Link in front of new Sydney Fish Market
- S4** Convert Bridge Road temporary cycleway to a permanent facility
- S9** Deliver new cycling facility to complete missing link on Darling Drive on approach to Murray Street / Union Street intersection
- S18** Improve connections to Wentworth Park by upgrading shared paths and increase crossing opportunities along Wattle Street, Bridge Road and Wentworth Park Road (aligned with Wentworth Park Master Plan)

- S20** Improve pedestrian safety, priority and amenity at Broadway / Wattle Street intersection

Balance movement and place on key corridors

- C2** Widen northern footpath with buses moved into the second eastbound lane on Broadway to enable street activation.
- C5** Deliver Central Square in coordination with Central Precinct
- C7** Widen footpaths and kerb buildouts on Harris Street (north of Pyrmont Bridge Road)

Short-term initiatives for future investigation

Encouraging travel by sustainable transport modes

- S6** Improve east-west cycling connectivity by upgrading cycling facilities at Bridge Road / Gottenham Street intersection
- S13** Deliver local north-south cycle links between Mary Ann Street and Miller Street
- S19** Improve pedestrian connections to and from Wentworth Park Light Rail Stop at Wattle Street / Fig Street intersection (aligned with Wentworth Park Master Plan)
- S21** Improve pedestrian safety, priority and amenity at City Road / Broadway intersection by removal / redesign of slip lane

Balance movement and place on key corridors

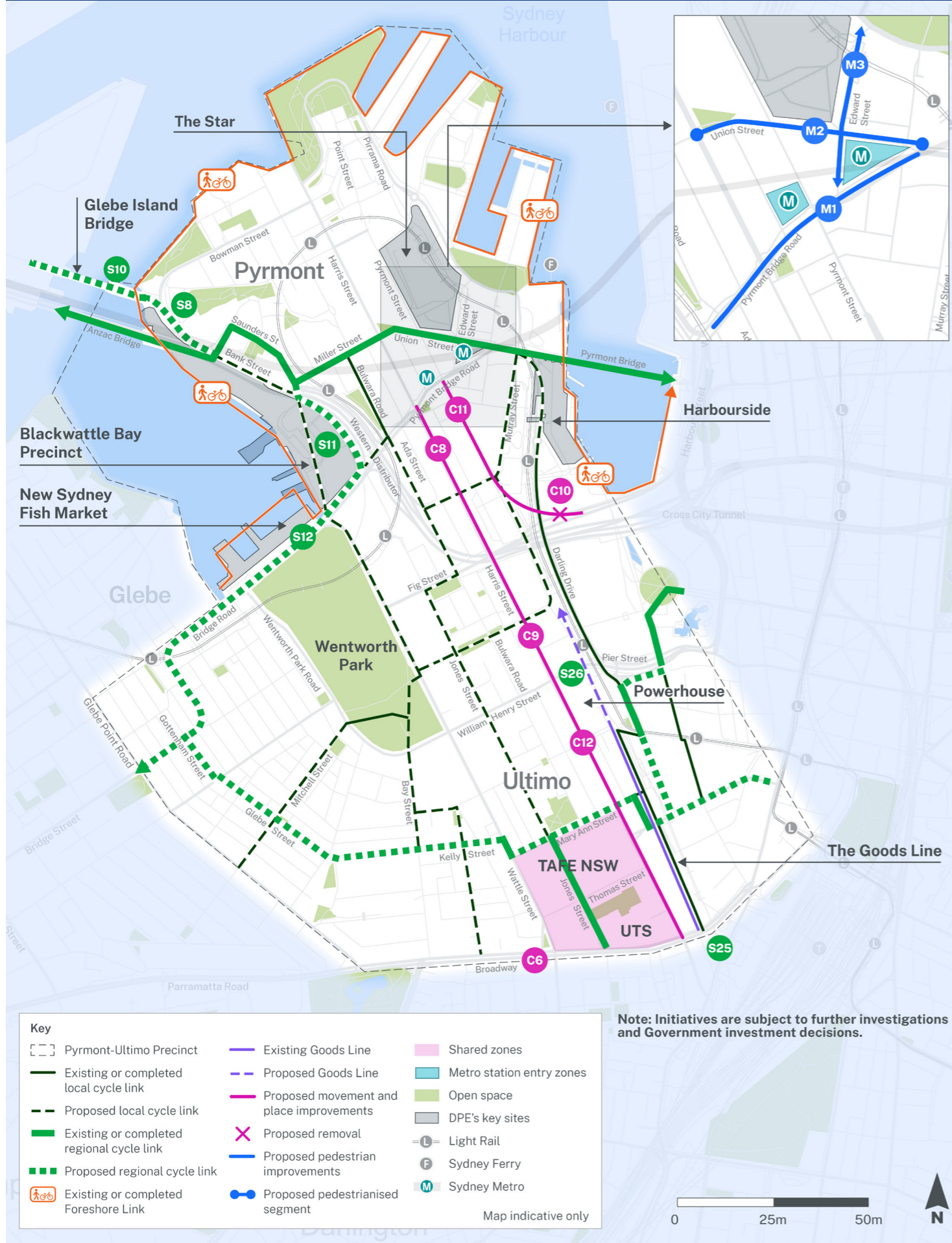
- C1** Provide northern footpath continuity for pedestrians at Bay Street by pedestrianising Bay Street between Broadway and Grose Street
- C3** Improve pedestrian amenity by pedestrianising Jones Street between Broadway and Thomas Street
- C4** Improve pedestrian amenity around UTS and TAFE by developing a program of shared zone projects around UTS and TAFE

Stay up to date



Scan the QR code to keep up to date with the project.

Medium to long-term initiatives (within the next 10-20 years)



Medium to long-term initiatives within the next 10-20 years

Transport expects these initiatives will be investigated, planned for and implemented within the next 10-20 years, acknowledging that some may take longer than this to be delivered.

Medium to long-term initiatives currently in planning

Encouraging travel by sustainable transport modes

- S25** Deliver the Goods Line extension south to Central Station
- S26** Investigate potential northern extension of the Goods Line and improved permeability for active transport users across the existing light rail line

Medium to long-term initiatives for future investigation

Encouraging travel by sustainable transport modes

- S8** Connect Pyrmont to Rozelle by delivering cycling link to Glebe Island Bridge via Bank Street
- S10** Improve regional cycling connectivity by delivering cycling link via Glebe Island Bridge
- S11** Improve regional cycling connectivity through Blackwattle Bay Development to connect Pyrmont Bridge Road and Bank Street / Miller Street
- S12** Review east-west shared path operation along Bridge Road after Sydney Fish Market opens
- S29** Determine medium-term bus plan in the Precinct, investigate new bus routes within the precinct and bus priority on Bridge Road, Pyrmont Bridge Road and Harris Street for future rapid bus routes

Balance movement and place on key corridors

- C6** Investigate feasibility of cycleway connection along Broadway
- C8** Improve place amenity on Harris Street (between Pyrmont Bridge Road and Allen Street) by widening footpaths and kerb buildouts
- C9** Improve place amenity on Harris Street (south of Allen Street) by widening footpaths and transitioning to four general traffic lanes during peak periods and two general traffic lanes in off-peak periods
- C10** Improve place amenity and east-west connectivity by removing Pyrmont Street on-ramp
- C11** Support local access by converting Pyrmont Street to two-way, south of Pyrmont Bridge Road
- C12** Provide priority for pedestrians at intersections along Harris Street and Pyrmont Street

Supporting connectivity to the future Sydney Metro West Pyrmont Station

- M1** Provide a safe and comfortable connection between Pyrmont Bridge and Blackwattle Bay by reallocating at least one lane of traffic to footpath on Pyrmont Bridge Road
- M2** Improve pedestrian comfort, safety and place amenity outside the Metro entrance by pedestrianising some or all of Union Street
- M3** Improve connection from Metro to foreshore along Edward Street by providing crossing of light rail

Stay up to date



Scan the QR code to keep up to date with the project.

'Life of Plan' initiatives

Transport expects these initiatives to be investigated, planned, and delivered as soon as opportunities arise over the 20-year life of the plan, and delivered in collaboration with City of Sydney and other stakeholders.

'Life of Plan' initiatives currently in planning

Encouraging travel by sustainable transport modes

- S16** Upgrade non-DDA compliant kerb ramps
- S17** Improve pedestrian connectivity by reducing delays at signals, adding missing pedestrian crossing legs at intersections and increasing opportunities to cross in high pedestrian activity areas
- S24** Consider key through-site links through urban design and early development planning, particularly access to waterfront and the Foreshore Link
- S28** Address lighting, safety / security and access issues at public transport stops and provide comfortable, accessible waiting spaces that comply with Australian disability access and safety standards

Balance movement and place on key corridors

- C15** Increase shading and pedestrian comfort on streets through tree planting
- C16** Improve wayfinding for key destinations, key active transport corridors and public transport interchanges
- C17** Investment is ongoing in travel demand management through non-build solutions, such as lower maximum parking rates, higher bike parking rates and higher quality of end-of-trip facilities, Green Travel Plans for all major trip generators and residential apartments, dedicated shared parking spaces / car-share spaces and variable parking pricing (on/off peak
- C18** With increased future development and demand in deliveries and servicing, identify suitable locations for integrated freight facilities (including consideration of freight bicycle hubs) and sustainable last-mile deliveries and ensure new developments provide adequate delivery, loading and servicing facilities

- C19** Consider deliveries and servicing requirements at different times of day, and investigate dynamic loading zones (variable kerbside lane use)
- C21** Ensure Digital Infrastructure relating to Smart Places is considered during the development of strategic concept options for all initiatives

'Life of Plan' initiatives for future investigation

Encouraging travel by sustainable transport modes

- S14** Improve safe cycling access to primary and secondary schools
- S15** Improve safe walking access to primary and secondary schools
- S22** Support pedestrian safety by increasing pedestrian protection at intersections and investigating opportunities to ban right turns where not necessary for local or regional movements
- S23** Reduce speed limit to 40km/h on all roads that meet the Speed Zone Requirements under the NSW Speed Zoning Standard to align with the existing 40km/h speed limit in the majority of the precinct. Review local roads with high pedestrian activity and place function in the precinct to consider implementation of 30km/h speed limit and traffic calming, in line with the NSW Speed Zoning Standard
- S27** Provide ramp / lift to improve station access, including at Glebe Light Rail Stop
- S30** Investigate locations of new ferry stops, such as Cadi Park, Pirrama Park and Rozelle Bay
- S31** Investigate increase in light rail service frequency

Balance movement and place on key corridors

- C13** Rename places with Sydney Language names or dual-names, and reflect this heritage in signs
- C14** Use storytelling and educational features, developed in co-design with locally connected Aboriginal and Torres Strait Islander community, to reflect traditional and cultural practices of Aboriginal and Torres Strait Islander people, such as displaying information at public transport waiting areas
- C20** Improve place amenity by facilitating temporary reallocation of road space for activation of place

Development of the draft Transport Plan

The draft Pyrmont-Ultimo Transport Plan has been developed through a collaborative approach led by Country and focused on Place.

Elements of the 20-year vision for the Pyrmont-Ultimo precinct are outlined in the Pyrmont Peninsula Place Strategy and the Pyrmont Peninsula Place-Based Transport Strategy.

The draft Pyrmont-Ultimo Transport Plan builds on this work and outlines the different transport initiatives required to support the overall vision and different outcomes these strategies aim to achieve.

For more information about how the draft Pyrmont-Ultimo Transport Plan has been developed, visit tfnsw.mysocialpinpoint.com.au/putp to read our Frequently Asked Questions.

Connecting with Country

Meaning 'rocking stone' Pirrama is the name given to the Pyrmont Peninsula by the Traditional Owners, the Gadi and Wangal people of the Eora nation.

These and many other Aboriginal and Torres Strait Islander cultural groups share a deep connection to the area that continues to this day.

Authentic and meaningful consultation with the locally connected Aboriginal and Torres Strait Islander community played a key role in developing the draft Transport Plan.

The local stories and knowledge of Country shared through this consultation helped identify initiatives to celebrate the area's cultural heritage and connection with Country.

Some of the design themes identified include incorporating local language through dual-naming or reinstatement of local language naming of a particular place, and making places culturally safe by creating opportunities for silence and reflection to experience being with Country.



Example of reallocating traffic lanes to provide wider footpaths and a dedicated bus lane.



Example of reallocating road space to improve local cycling connectivity.

Place-based planning through collaboration

Taking a place-based approach to long-term transport and urban planning requires different agencies across the NSW Government to work together to plan, design and deliver places and transport options that best meet the needs of the local community.

The draft Pyrmont-Ultimo Transport Plan has been developed through a series of regular workshops with the City of Sydney Council, Department of Planning and Environment, Government Architect NSW, Greater Cities Commission, and consultation with Infrastructure NSW and Create NSW (Powerhouse Ultimo).

Transport is committed to ongoing collaboration and consultation with these agencies to finalise the Pyrmont-Ultimo Transport Plan and, wherever possible, progress initiatives through the planning, development and delivery processes.



**Place-based
planning through
collaboration**

How does the draft Transport Plan consider other projects in the area?

Transport for NSW must consider both the management of the road network and the needs of the places and people that the network needs to serve.

We understand that this often means trade-offs may be required to achieve the most appropriate transport or place outcomes and we are always trying to get this balance right.

The draft Transport Plan was developed using the NSW Government Movement and Place Framework which helps agencies work together to plan for and deliver a shared vision for the efficient movement of people and goods integrated with amenity and quality of places.

The Movement and Place Framework allows us to consider other projects and developments in the area and understand how we can provide supporting transport connections.

More information about the Movement and Place Framework can be found at: movementandplace.nsw.gov.au

What happens next?

The draft Pyrmont-Ultimo Transport Plan is now open for community feedback until 5pm on Sunday, 26 November 2023.

Transport is committed to working with local organisations, stakeholders and the community to plan for the future of the Pyrmont-Ultimo precinct.

We will review and consider all feedback received during this period and the draft Transport Plan may be further refined based on this feedback.

The next step is to finalise the Pyrmont-Ultimo Transport Plan with the list of priorities for further detailed investigation, design and business case development and funding decisions.

Next steps



Got questions?

For more information visit the project website, contact the project team or come along to one of our community information sessions.

Drop-in to see us:

Visit the project website for a location that suits you.

- Saturday 28 October, 11:30am – 1:30pm
Pirrama Park, Pyrmont
- Monday 30 October, 3:30pm – 5:30pm
Ultimo Community Centre
- Saturday 4 November, 9am – 1pm
Wentworth Park, Ultimo
- Saturday 11 November, from 11am
Sydney Streets Festival on Harris Street
- Tuesday 14 November, 5:30pm – 7:30pm
Ultimo Community Centre

Join us online:

Community livestream

Thursday 16 November, 1pm – 1:30pm

Have your say

We are seeking community feedback to help us understand how you would like government to approach each of the initiatives based on the short, medium and 'Life of Plan' timeframes.

To read more or to make a submission, scan the QR Code, or visit:

tfnsw.mysocialpinpoint.com.au/putp

You can make a submission until

5pm on Sunday, 26 November 2023.

Contact us



Project Infoline **1800 684490**



pyrmontpeninsula@transport.nsw.gov.au



transport.nsw.gov.au/putp



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tfnsw.mysocialpinpoint.com.au/putp



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