

# A vision for the Parramatta Road Corridor

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Transport for NSW (Transport) has a vision to revitalise Parramatta Road as a multimodal transport corridor, that better connects thriving, vibrant, livable centres to places of work and leisure. The NSW Government is currently rolling out programs to improve livability along the corridor, increasing housing for future population growth and meaningful employment opportunities. Transport's vision walks hand in hand with this approach.

Parramatta Road is a main transport artery linking Sydney CBD to Parramatta. For traditional custodians, the Parramatta Road corridor is a major Songline (or navigational track). By embracing Country-centred thinking in this project we can ensure the local living systems across and along these transport routes are at the centre of our planning process.

## Cross government collaboration at the heart

With a key focus on a unified approach, the vision of Parramatta Road will become a reality through collaboration across government, with local councils, the community, industry and in partnership with Country. Through a whole of government approach, Transport will harness the benefits of meaningful partnership and secure a sustainable shift in the way people move towards public and active transport.

## Parramatta Road Vision

Transport will help support the aspirations of established and emerging communities living and working along and adjacent to the corridor. This will include better integration and balance of buses, freight, bikes and private vehicles. This vision, to deliver a fully integrated network, will enhance public spaces along and adjacent to the corridor for people of all walks of life to connect, trade and visit.

The introduction of modern, rapid buses along the corridor will enhance connectivity to major transport hubs, as well as provide better access to rail, metro and other transport services. This will be achieved by balancing key east-west movements, with increasing needs to move across Parramatta Road to key local centres and transport hubs.

Improved active transport links across and along the corridor, will make bikes a safer and compelling option, whilst supporting future forms of travel, such as bicycle couriers and micro freight services. Working in collaboration across government, other improvements include activated town centres, upgrades to footpaths and greening along the corridor, making public spaces more enjoyable.

With local community at the centre of Transport's thinking, the network will be easier to navigate because we have strategically linked key transport modes resulting in shorter wait times and better reliability.

## **Short term**

In the short term, Transport is investigating opportunities to strengthen dedicated bus priority across Parramatta Road, including through extending bus lanes Westbound between Norton Street and West Street, Ashfield Park and Wattle Street, and Eastbound between Wattle Street and the WestConnex Ashfield portal. In addition, upgrading existing signalised sites with bus jump at Crystal Street. These changes are designed to lock in opportunities created by the opening of WestConnex, and the future Metro West and the changing patterns of motorists, to provide the growing communities on this corridor better transport choices and connection points.

## **Staged approach to delivering the long-term vision**

Focusing on areas of high demand along the corridor between Burwood and the CBD, as well as across the corridor to key local centres. Collaborating across government, Transport will progressively upgrade public transport connections, bicycle paths and local streetscapes.

Rapid bus trunk and local 'feeder' services will provide high-frequency transport that better connects customers to local and cross-city destinations, travel will become easier, with shorter wait times and better reliability.

## **Medium term**

Delivering sections of the Sydney metropolitan cycling network and investing in new bus services will provide better public transport connections to more destinations, including high demand areas such as Tech Central.

Applying a unified whole of government approach to planning, Transport will investigate opportunities to rethink space allocation beyond the kerb and look to better balance road use with enriched place outcomes like tree and footpath improvements.

Achieving the long-term vision is dependent on funding and completion of a Final Business Case.