

Transport
for NSW

Pymont-Ultimo Transport Plan

Draft report

October 2023



transport.nsw.gov.au

OFFICIAL

Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal and Torres Strait Islander people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation’s First Peoples followed for tens of thousands of years.

Pymont-Ultimo is located at the border between Gadigal and Wangal Country. Many cultural groups across the Sydney Basin, however, have connections to the area, both traditional and contemporary. It was an important area for local Aboriginal and Torres Strait Islander people; its resources and its links with other parts of Country made it a sustaining and connected landscape.

Transport for NSW is committed to honouring Aboriginal and Torres Strait Islander peoples’ cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

Table of Contents

Executive Summary	vi
1. Introduction and approach	1
1.1 Introduction	1
1.2 Purpose and context of the draft Transport Plan	3
1.3 Our approach	3
2. About Pyrmont-Ultimo	6
2.1 Historical context	6
2.2 Existing context	6
2.3 Future of the Precinct.....	9
3. Vision, objectives and indicators	13
3.1 Vision.....	13
3.2 Objectives.....	13
3.3 Measuring success.....	13
4. Challenges and opportunities	19
4.1 Connecting with Country opportunities	19
4.2 Existing and future challenges and opportunities	21
5. Realising the vision	24
5.1 Encourage travel by sustainable transport modes	26
5.2 Balance movement and place on key corridors.....	30
5.3 Support connectivity to the future Sydney Metro West Pyrmont Station.....	32
6. Implementing the Transport Plan	33
6.1 Short-term initiatives	34
6.2 Medium to long-term initiatives.....	37
6.3 'Life of Plan' initiatives.....	39
7. Next Steps	41

Document control

Authors	<insert name of author/s>
Document owner	<e.g., Senior Specialist (Planning & Assessment)>
Approved by	Executive Director, Environment and Sustainability
Document number	EMS-XX-GD-XXXX
Branch	Planning and Programs
Division	Greater Sydney
Review date	tbc
Superseded documents	N/A

Versions

Version	Amendment notes
0.1	Draft report
0.2	Draft report – comments from Transport study team
0.3	Updated draft report for review
0.4	Updated to address Transport review comments
0.5	Updated figures
0.6	Updated figures and text
0.7	Updated to address stakeholder comments
0.8	Updated to address stakeholder comments



Definitions

Term	Definition
DPE	NSW Department of Planning and Environment
Transport	Transport for NSW
ICIP	Indigenous Cultural Intellectual Property
INSW	Infrastructure NSW

Related policy and supporting information

- [Future Transport Strategy](#)
 - [Active Transport Strategy](#)
- [Movement and Place Framework](#)
 - [Aligning Movement and Place](#)
 - [Evaluators' Guide to Movement and Place](#)
 - [Built Environment Indicators](#)
- [NSW Public Spaces Charter](#)
- [NSW Smart Public Spaces Guide](#)
- [NSW Guide to Walkable Public Spaces](#)
- [NSW Smart Infrastructure Policy](#)
- [Providing for Walking and Cycling in Transport Projects Policy](#)
- [Pymont Peninsula Place Strategy](#)
- [Pymont Peninsula sub-precinct master plans](#)
- [Pymont Peninsula Place-Based Transport Strategy](#)
- [Camperdown-Ultimo Place Strategy](#)
- [Tech Central Place Based Transport Strategy](#)

Executive Summary

The Pyrmont-Ultimo Precinct (the Precinct) is a varied and vibrant place: a cultural and entertainment destination, a centre for innovation and jobs for the future, and a place where people love to live. The next 10 years will see major land use changes and transport infrastructure delivery across the Precinct, including the opening of Sydney Metro West Pyrmont Station, new Sydney Fish Markets at Blackwattle Bay, and planned uplifts in population and employment.

The draft Pyrmont-Ultimo Transport Plan (the draft Transport Plan) supports the delivery of the NSW Government's vision for the Precinct. The draft Transport Plan provides an action plan for transforming how people, goods and services will travel to, from and within Pyrmont-Ultimo.

Developed through extensive consultation with the City of Sydney Council (City of Sydney) and relevant NSW Government agencies, the draft Transport Plan presents the coordinated transport strategy for how Transport for NSW and the City of Sydney will work together to proactively respond to anticipated changes in land use, population, and travel demand.

With the anticipated growth in jobs and residents due to major State development and investment in the Precinct, the provision of attractive and efficient public and active transport options is crucial to ensuring sustainable, connected, safe and productive transport outcomes. The opening of the Sydney Metro West Pyrmont Station presents the foundational step-change for how people travel to and from the Precinct.

The draft Transport Plan articulates a clear transport plan to deliver a sustainable, multi-modal and safe transport network for all people and communities. It focuses on improved travel outcomes and mode choice, and embedding Aboriginal and Torres Strait Islander people's culture and narrative into the design of the built environment.

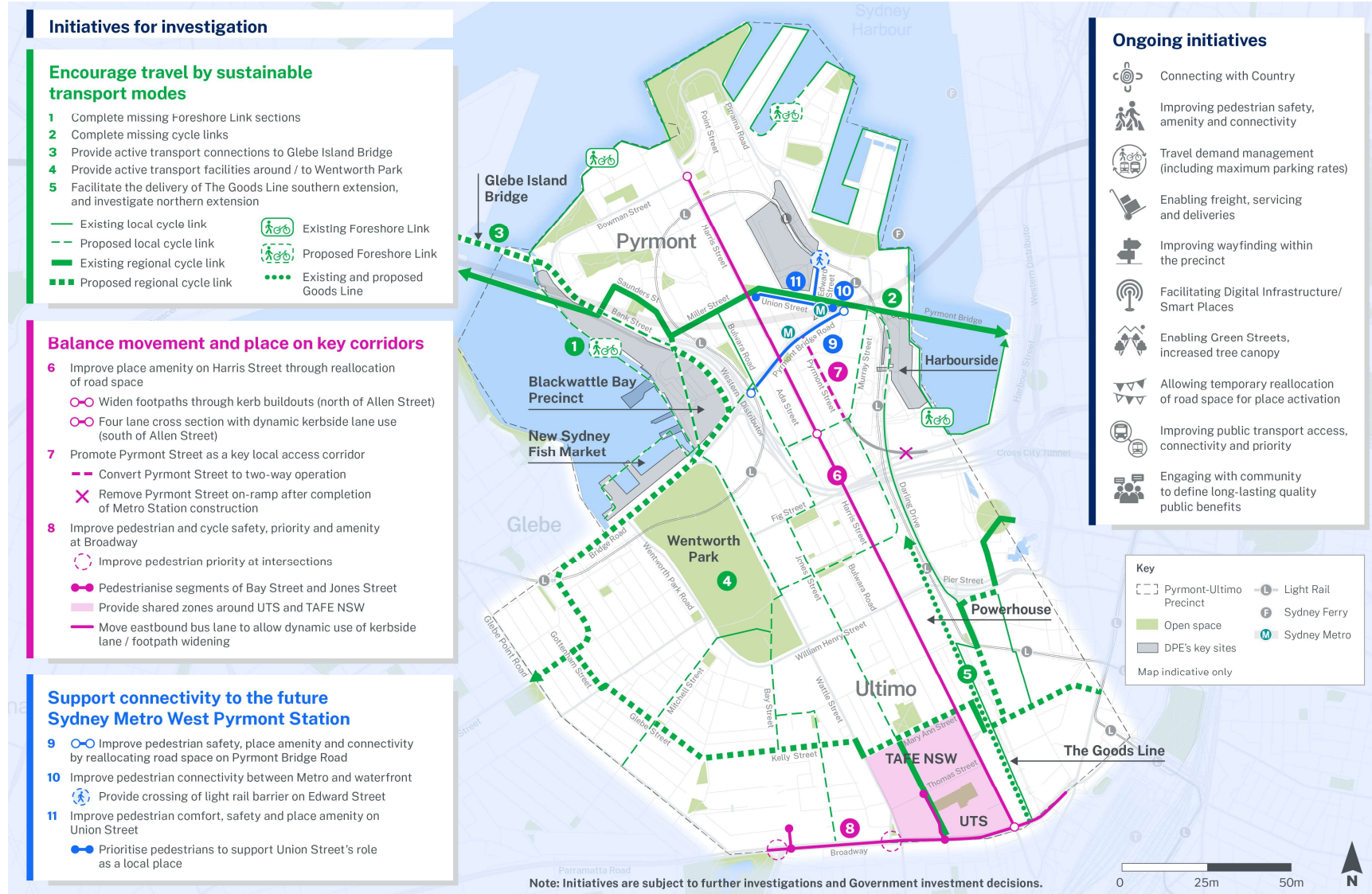
To achieve the 2041 transport vision for the Precinct, the draft Transport Plan has identified 55 initiatives – of which 19 will be delivered, planned for, or investigated within the next five years – collated under the following three strategic directions:

- **Encourage travel by sustainable transport modes** – providing better walking, cycling and public transport connections to enhance sustainable travel within, to and from, and through the Precinct.
- **Balance movement and place on key corridors** – opportunities to increase local amenity for residents, workers and visitors.
- **Support connectivity to the future Sydney Metro West Pyrmont Station** – maximising safe, high-amenity pedestrian connections and public transport interchange with the new Sydney Metro station.

A high-level summary of initiatives is illustrated in **Figure ES-1**.

Transport for NSW is committed to working with local organisations, stakeholders and the Pyrmont and Ultimo communities to hear their feedback to finalise the Transport Plan. A further detailed consultation process will occur to progress specific initiatives in this plan as they are investigated and approved for funding and delivery.

Figure ES-1 Pyrmont-Ultime Transport Plan on a page



1. Introduction and approach

1.1 Introduction

The Pyrmont-Ultimo Precinct (the Precinct) is a varied and vibrant place that plays a dynamic role in the Sydney city landscape. It is a heavily visited cultural and entertainment destination where people love to live and is designated to be a centre for innovation and jobs for the future.

The draft Pyrmont-Ultimo Transport Plan (the draft Transport Plan) supports the delivery of the NSW Government's Place Strategy and long term vision for the Precinct, a diverse geographic area that encompasses Pyrmont and parts of Ultimo and Glebe, as shown in **Figure 1-1**.

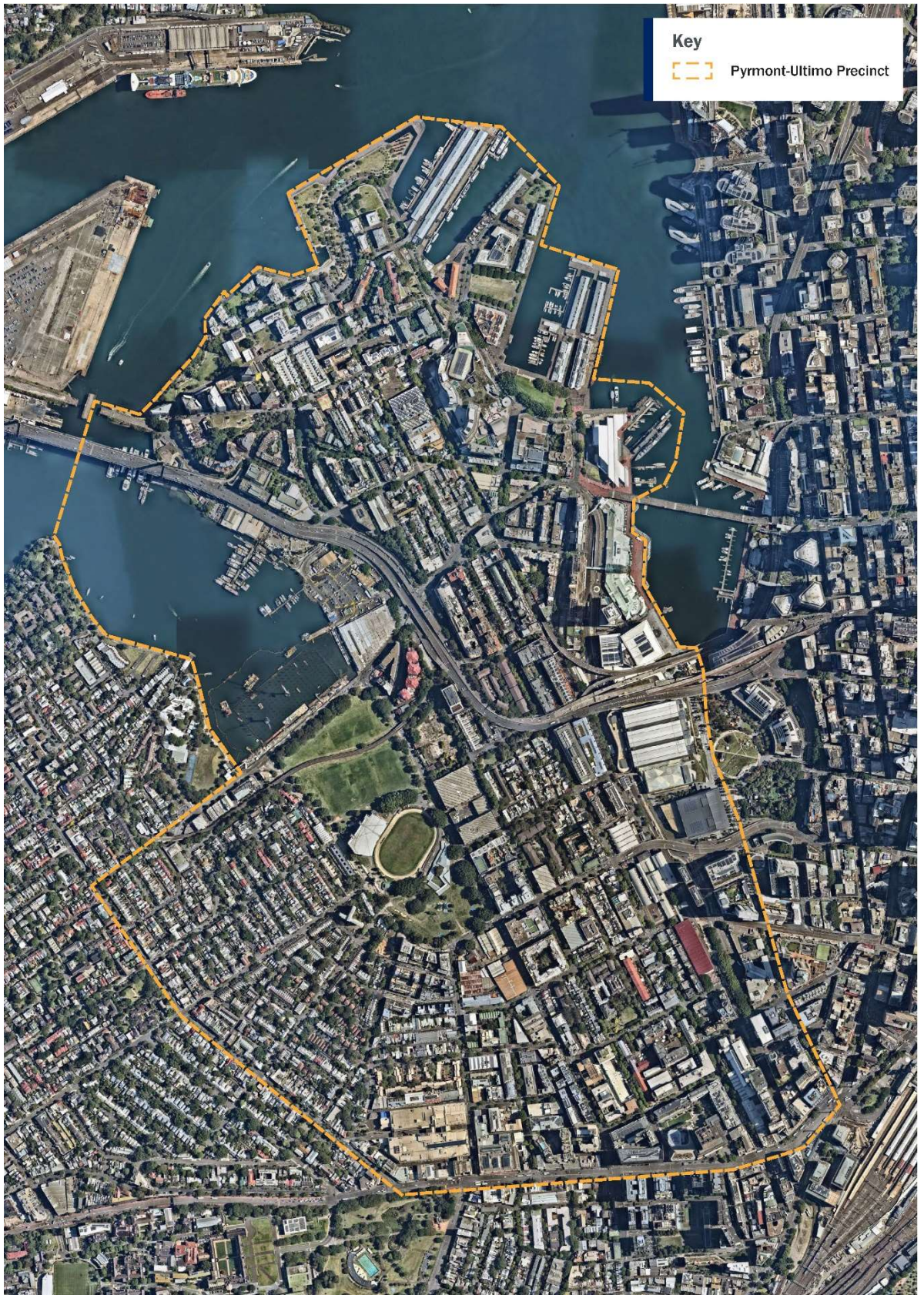
A place-focused vision for the Precinct was developed through previous planning studies – the *Pyrmont Peninsula Place Strategy*, the *Pyrmont Peninsula sub-precinct master plans* and the *Camperdown-Ultimo Place Strategy*.

The draft Transport Plan furthers the long-term place strategies and their visions for the Precinct by outlining the timing and step-change transport responses required within the Precinct as the state-significant changes in transport infrastructure and land use planning are delivered.

State-significant investment in the precinct includes the new Sydney Metro West Pyrmont Station, the opening of the new Sydney Fish Markets, and the forecast uplift in population and employment detailed in the *Pyrmont Peninsula Place Strategy* and the *Camperdown-Ultimo Place Strategy* as part of new developments at Blackwattle Bay, Darling Harbour and Ultimo.

The draft Transport Plan was developed by Transport for NSW (Transport) in consultation with City of Sydney Council (City of Sydney), Department of Planning and Environment, Greater Cities Commission and NSW Government Architect.

Figure 1-1 Pyrmont-Ultimo Precinct

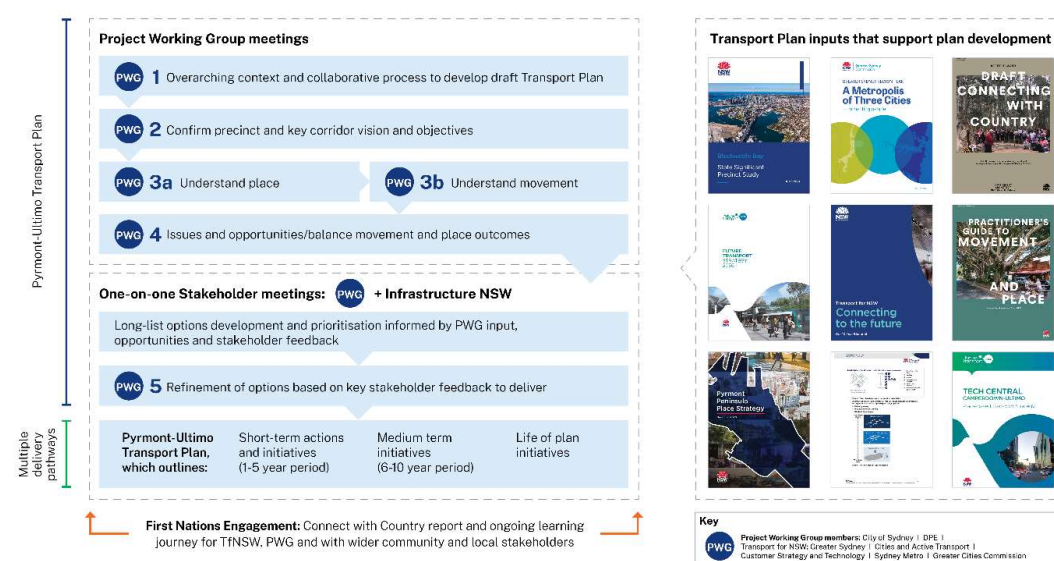


1.2 Purpose and context of the draft Transport Plan

The draft Transport Plan builds on the work undertaken by the NSW Government to develop the place-based visions outlined in the *Pyrmont Peninsula Place Strategy* and the *Pyrmont Peninsula Place-Based Transport Strategy* (as well as relevant sections of the *Camperdown-Ultimo Place Strategy* and *Tech Central Place-based Transport Strategy*). The draft Transport Plan defines the transport initiatives required to support the delivery of the outcomes envisaged in these strategies. The draft Transport Plan considers a staged 10-year horizon, while remaining cognisant of the 20-year vision for the Precinct.

Figure 1-2 shows the collaborative place-based approach used to develop the draft Transport Plan, underpinned by Aboriginal and Torres Strait Islander engagement. It also illustrates the range of strategy and framework inputs that were used to support development of the Plan.

Figure 1-2 Place-based stakeholder engagement approach



1.3 Our approach

Development of the draft Transport Plan was based on a collaborative approach led by Country and based on Place.

1.3.1 Connecting with Country

Connecting with Country embraces a co-design intention that is based on deep engagement with Aboriginal and Torres Strait Islander stakeholders and community-endorsed creative practitioners local to place. It aims to activate an authentic voice to draw out knowledge, protocols, history, culture, and the contemporary stories of Aboriginal and Torres Strait Islander communities, for co-designed interpretation from the beginning to the end of projects. The objective is transformational design thinking informed by the Aboriginal and Torres Strait Islander worldview.

Stakeholder engagement is a fundamental process in the development of this Connecting with Country Framework for the draft Transport Plan. A key pillar of the cultural design methodology is collaborative engagement with local Aboriginal and Torres Strait Islander groups through authentic, thorough and ongoing consultation.

There are many Aboriginal and Torres Strait Islander cultural groups who identify with the project location and have deep ties to the area, along with the Traditional Owners, the Gadigal and the Wangal. Following comprehensive stakeholder mapping, consultation included a series of one-on-one interviews with key stakeholders within the locally connected Aboriginal and Torres Strait Islander community. This consultation process has brought out certain local

specific stories and knowledge but most importantly has prioritised key outcomes and themes from a community perspective to be explored further.

1.3.2 Place-based planning

Place-based planning is an emerging approach across NSW Government that involves taking a collaborative, spatial, long-term approach to develop contextual responses that better meet the needs of local people and their environment in a defined geographic location. It aims to support and build thriving communities and is ideally characterised by partnering and shared design, shared stewardship, and shared accountability for outcomes and impacts. A Place-based approach is embedded within this Transport Plan in which the interplay of contextual elements like land use, urban form and population demographics play a key role.

This approach also underpins other policy and strategic documents that informed this Transport Plan, such as the NSW Public Spaces Charter, the Smart Public Spaces Guide and the Guide to Walkable Public Spaces.

In *Future Transport 2056*, Transport adopted the 'Movement and Place Framework' for planning and managing the road network alongside the places and people that the road network intends to serve. The *Future Transport Strategy* continues to build on this approach. The *Practitioner's Guide to Movement and Place* seeks to change established working practices and standards to produce more consistent and higher quality place outcomes in the appropriate areas.

The *Practitioners Guide to Movement and Place* lays a foundation for collaboration and co-design by outlining a common language across government and between levels of government. It provides a common structure for place-based transport and urban planning across NSW.

The objectives of the *Practitioner's Guide to Movement and Place* are to achieve roads and streets that:

- Contribute to the network of public space within a location, where people can live healthy, productive lives, meet each other, interact, and go about their daily activities.
- Are enhanced by transport and have the appropriate space allocation to move people and goods safely and efficiently and connect places together. Supporting the Place recognises that trade-offs may be required to achieve a best fit for the objectives.

1.3.3 Collaboration and consultation

The NSW Movement and Place Framework articulates that the provision and operation of public spaces and movement systems is the shared responsibility of the organisations and individuals who collaborate to plan, design, deliver and manage this infrastructure.

The Framework provides a structured opportunity for stakeholders to collaborate and co-create from project inception, via a series of regular Project Working Group workshops. The draft Transport Plan was developed in consultation with:

- City of Sydney Council
- Department of Planning and Environment
- Infrastructure NSW
- Government Architect NSW
- Greater Cities Commission
- Create NSW / Powerhouse Ultimo.

Ongoing collaboration and consultation will be key to the successful implementation of the Plan, and accountabilities for the initiatives contained in this draft Transport Plan are detailed in Chapter 6.

2. About Pyrmont-Ultimo

2.1 Historical context

The Pyrmont Peninsula, or Pirrama as it is known to the Local Custodians, is an area rich in Aboriginal and Torres Strait Islander history and culture, both precolonial and present day. It is located at the border between Gadigal and Wangal Country. Many cultural groups across the Sydney Basin, however, have connections to the Sydney Central Business District, both traditional and contemporary. Pirrama was an important area for local Aboriginal and Torres Strait Islander people; its resources and its links with other parts of Country made it a sustaining and connected landscape.

With changing sea-level and the formation of Sydney Harbour, the peninsula was transformed from an inland riverine to a harbour headland surrounded by estuarine swamps. Pirrama was and is Water Country. After its transformation from an inland riverine to a harbour environment, the peninsula had a second transformation following colonisation. The reclamation of land all around the peninsula obscured its enduring nature as Water Country.

Before colonisation, Aboriginal and Torres Strait Islander men and women in Sydney were highly reliant on the water for subsistence and for cultural practices. The waterways continue to be a significant place for Aboriginal and Torres Strait Islander people today, particularly for carrying on cultural practices that connect Aboriginal and Torres Strait Islander people to Country.

Gadigal and Wangal used muru (pathways or travelling/trading tracks). These tracks served as trade routes and thoroughfares between farmed grasslands and fishing areas, and ridgelines were often used as muru. Early colonists transformed some of the known muru into road and railway lines including Parramatta Road, Oxford Street, George Street, Pitt Street, Botany Road and the railway line from Central Station to Parramatta¹. They also continued the practice of using ridgelines to guide streets and roads including Harris Street, a ridgeline that runs the length of the Precinct connecting the shoreline to Central where muru converge.

Over time, the Precinct became a thriving industrial harbour area associated with sandstone, steam power, sugar and ships. However, as these industries declined after World War Two, the area fell into decline.

2.2 Existing context

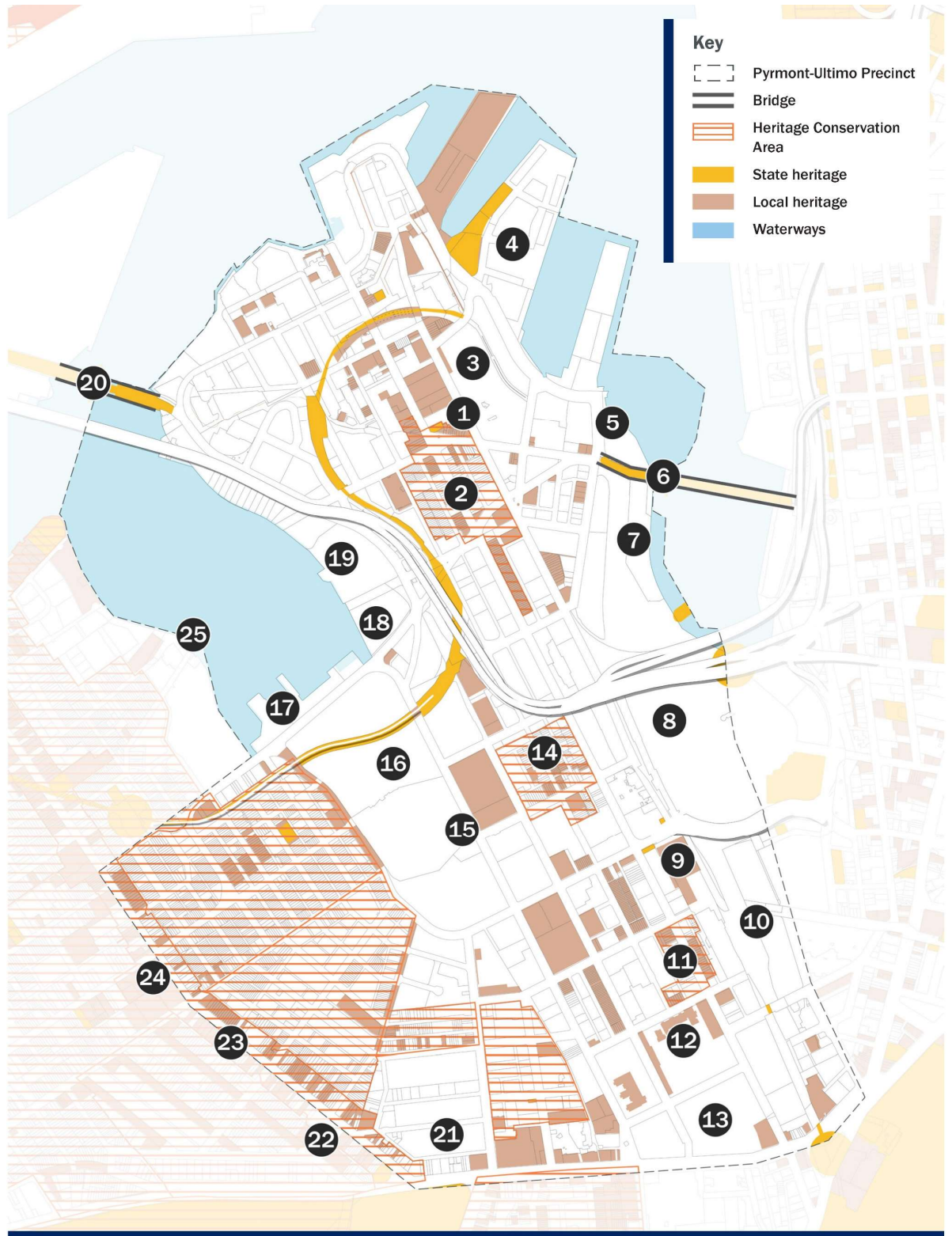
Over the past 30 years, the Precinct has transformed to a genuine mixed-use precinct of historic buildings and places, social housing, creative industries and key destinations attracting international visitors (see **Figure 2-1**).

The Pyrmont Peninsula is now one of the fastest growing jobs hubs in Greater Sydney, harnessing the power of innovation in media, arts and culture. It is generating the jobs of the future as part of the emerging Innovation Corridor, which complements the tourism and entertainment attractions and the special character of the area. With a cluster of media and advertising technology businesses, the education and creative hub of UTS, TAFE and the Powerhouse Museum, start-ups and the technology sector are already locating in the area².

¹ Daniel, S. 'Walking in their tracks': How Sydney's Aboriginal paths shaped the city, ABC News, 2018, <https://www.abc.net.au/news/2018-05-17/curious-sydney-aboriginalpathways/9676076>

² Pyrmont Peninsula Place Strategy, NSW Department of Planning, Industry and Environment, December 2020

Figure 2-1 Pyrmont-Ultimo – key destinations

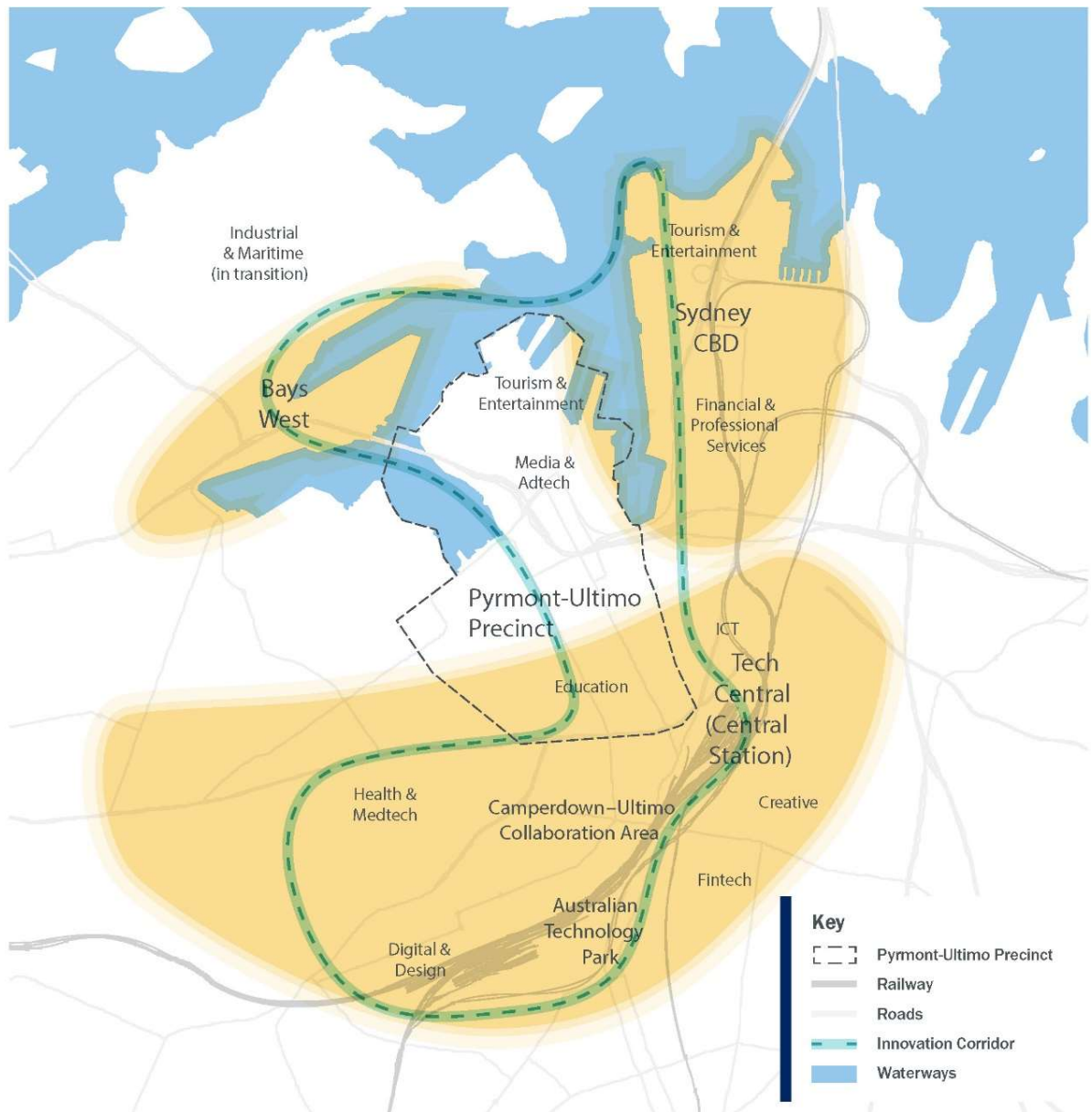


- | | | | |
|--|--|---------------------------------------|------------------------------------|
| 1. Union Square | 7. Harbourside Shopping Centre | 13. UTS Ultimo | 19. Blackwattle Bay revitalisation |
| 2. Pyrmont Heritage Conservation Area | 8. Sydney ICC | 14. Ultimo Heritage Conservation Area | 20. Glebe Island Bridge |
| 3. The Star Casino | 9. Powerhouse Museum | 15. Greyhound track | 21. Broadway Shopping Centre |
| 4. Google | 10. The Goods Line | 16. Wentworth Park | 22. Glebe Markets |
| 5. Australian National Maritime Museum | 11. Harris Street Heritage Conservation Area | 17. Future Sydney Fish Market | 23. Glebe Point Road |
| 6. Pyrmont Bridge | 12. TAFE | 18. Sydney Fish Market | 24. Dr H J Foley Rest Park |
| | | | 25. Foreshore Walk |

Geographically, Pyrmont sits in the centre of the Innovation Corridor identified by Greater Cities Commission³, and connects to new technology industries in Redfern, Eveleigh and the Australian Technology Park in the south, through to Camperdown–Ultimo and Tech Central across to the future Bays West precinct, as shown in **Figure 2-2**. The Precinct's transport network is not only essential for connecting the main destinations within it, but also for enabling east-west travel between these innovation and technology hubs. The transport infrastructure and services often face high demand or exceed capacity during peak times, which can impede the productivity and liveability of those living and working in the area.

The Eastern City District Plan indicates that there is a priority for the Precinct to foster healthy, creative, culturally rich and socially connected communities and to upgrade the public domain with place-making initiatives, improve transport, walking and cycling connections between key hubs, particularly in response to student and job growth in the suburbs of Pyrmont, Ultimo, Glebe and Camperdown.

Figure 2-2 The Precinct in relation to the Innovation clusters



³ Eastern City District Plan, Greater Cities Commission, March 2018

2.3 Future of the Precinct

2.3.1 Future land use development

The NSW Government's *Pymont Peninsula Place Strategy* (Place Strategy) and sub-precinct masterplans established a framework to deliver a 20-year vision to support the proposed uplift of almost 15,000 jobs and 7,800 residents by 2041 in the Precinct⁴. To achieve the NSW Government's vision, the Department of Planning and Environment identified a series of place and transport initiatives for detailed investigation by NSW Government agencies and delivery partners. These initiatives all support and correspond with other planned investments close to the Precinct, such as Tech Central (Central Station), Camperdown-Ultimo and Bays West.

The work undertaken by the Department of Planning and Environment, in alignment with the City of Sydney and the community, split the Precinct into a collection of sub-precincts (indicated on **Figure 2-3**), each with their own character and identity. A selection of state-significant key sites within the four sub-precincts of Ultimo, Blackwattle Bay, Darling Island and Tumbalong Park were identified by the NSW Government as capable of accommodating the greatest growth and change over the next 20 years.

The key sites, indicated by the dark shaded areas on **Figure 2-3**, are:

- The new Sydney Fish Market and Blackwattle Bay precinct
- The Star Entertainment Group's site at Darling Island
- Harbourside Shopping Centre
- University of Technology Sydney's teaching and complementary space in Ultimo/Haymarket.

While Sydney continues to grow and develop, the connection with Country for the Gadigal and Wangal remains strong and unwavering. Despite the mass of infrastructure we see today, Country remains under the concrete. Many Gadigal, such as Gadigal Elder Ray Davison, speak of Country under the concrete, highlighting that Country never disappeared and the Gadigal never disappeared. Development outcomes should strengthen connections with Country.

Country was present for thousands of years before and during Aboriginal and Torres Strait Islander occupation and will be for years into the future. This connection is maintained through spiritual links, which can be shared and celebrated through partnership with the Aboriginal and Torres Strait Islander community, to bring light to Country under the concrete once again.

⁴ Forecast numbers have been updated since the Place Strategy to reflect the impacts of COVID-19

Figure 2-3 Sub-precincts and key sites

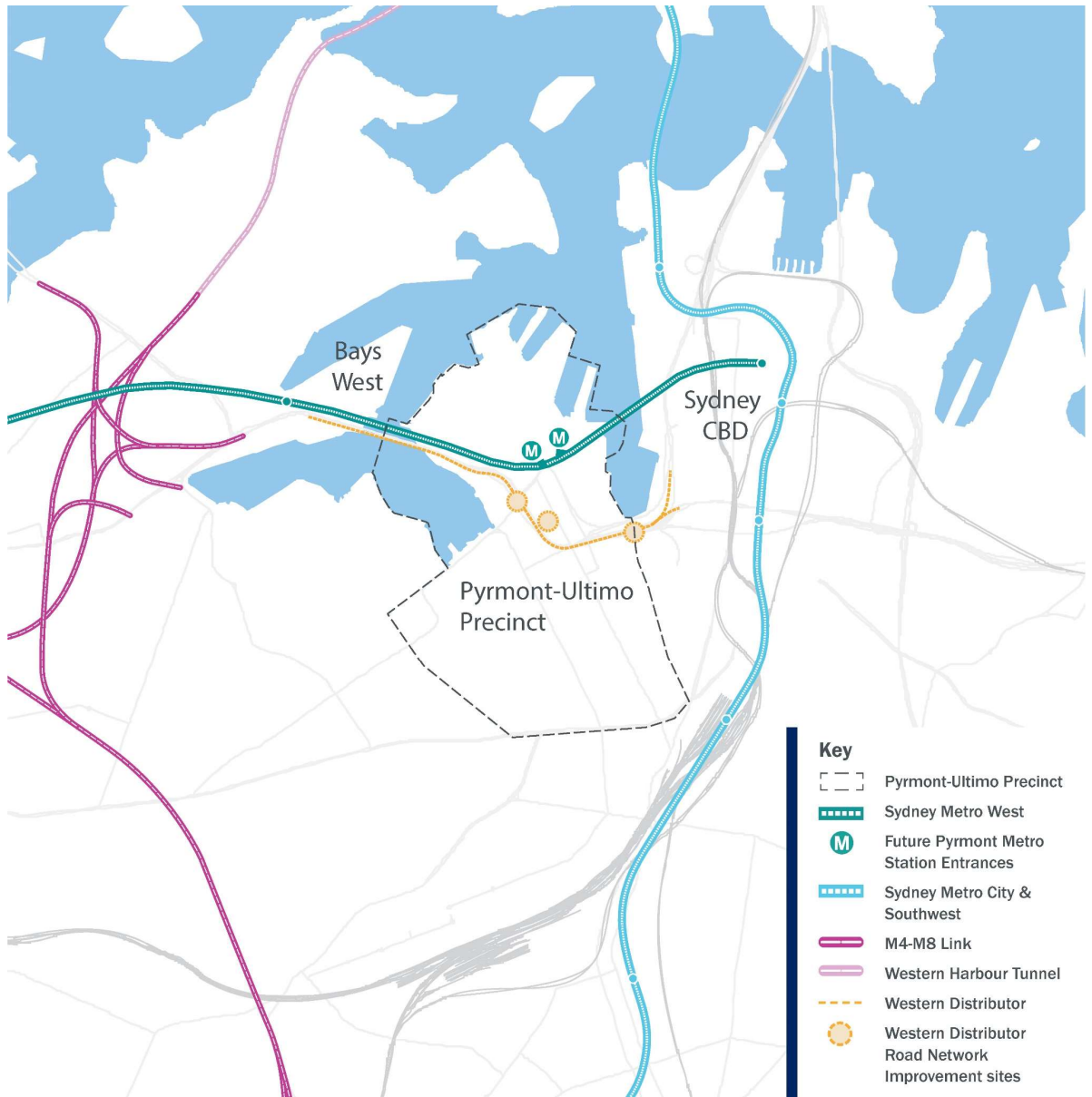


2.3.2 Future transport infrastructure

Transport infrastructure that will impact how people move within, to and from, and through the Precinct are shown on **Figure 2-4** and include:

- **Sydney Metro West & Pyrmont Metro Station** (estimated 2030 completion, subject to the outcomes of the Sydney Metro West independent review): The Sydney Metro West project will support a growing city and deliver world-class metro services to more communities. This new underground railway will connect Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between the two CBDs, linking new communities to rail services and supporting employment growth and housing supply. Sydney Metro West is expected to take tens of thousands of cars off Sydney roads every day and increase the public transport network reach and use. Pyrmont Metro Station will enable a new level of connectivity to the Pyrmont Peninsula and prioritise pedestrian movement through vibrant street frontages and open public spaces.
- **M4-M8 Link and Rozelle Interchange** (estimated late 2023 completion): Constructed in two stages, the first stage of the tunnels linking the M4 at Haberfield to the M8 at Street Peters was completed in 2023. The second and final stage of the Rozelle Interchange and Iron Cove Link is expected to open in late 2023. Linking to the Anzac Bridge, it provides an underground bypass of Victoria Road between the Iron Cove Bridge and Anzac Bridge and a connection to the future Western Harbour Tunnel. The project will also deliver new active transport links and 10 hectares of new parklands in the former Rozelle Railyards site.
- **Western Harbour Tunnel** (estimated 2027/2028 completion): The opening in 2027/2028 of the new Western Harbour Tunnel motorway connection across Sydney Harbour will allow vehicles to bypass the Sydney CBD to the west and connect the M4-M8 Link at the Rozelle Interchange with the existing Warringah Freeway at North Sydney. The Western Harbour Tunnel is forecast to reduce traffic demand over the Sydney Harbour Bridge and the Western Distributor, improving road safety and travel times for buses, freight vehicles and general traffic.
- **Western Distributor Road Network Improvements** (estimated 2025/2026 completion): The Western Distributor Road Network Improvements project is proposed to modernise elements of the existing road network to make it easier and safer for road users moving through the network. The key features of this project that interface with the Pyrmont-Ultimo Precinct include:
 - Modifications to Pyrmont Bridge Road off-ramp to increase storage capacity and introduce a new incident response vehicle bay
 - Modifications to Harris Street and Allen Street intersection to better manage exit-ramp congestion
 - Introduction of a Darling Harbour weave ramp: a new elevated weave ramp structure from the intersection of Harris Street and Fig Street to the Western Distributor viaduct over Darling Harbour. Delivery of the weave ramp is subject to a future investment decision.

Figure 2-4 Major planned public transport and road projects interfacing with the Precinct



3. Vision, objectives and indicators

3.1 Vision

In 2018, the Greater Sydney Commission (now known as the Greater Cities Commission) established the vision for the Camperdown-Ultimo areas under the *Camperdown-Ultimo Place Strategy*. It set out a vision and concept of an 'Innovation Corridor' to direct growth, investment, and development for the industries, places and people of the future.

"In 2036, Camperdown-Ultimo Collaboration Area is Australia's innovation and technology capital. Industry, business, health, education and skills institutions work together, and talent, creativity, research and partnerships thrive. Low carbon living, green spaces, places for people and easy connections support resilience, amenity, vitality and growth."

Building on this strategy, the Department of Planning and Environment released the *Pymont Peninsula Place Strategy* and place-focused vision to support the delivery of development that is of place, employment, creative and cultural significance.

"In 2041, the Pymont Peninsula will be an innovative, creative and cultural precinct and an engine room of the Eastern Harbour CBD. It will connect to the Innovation Corridor and other innovation and job precincts via Sydney Metro and complement the Sydney CBD."

These visions guide the transport initiatives within this draft Transport Plan to provide better outcomes for the Precinct and all its customers and communities.

3.2 Objectives

During the development of the draft Transport Plan, Transport has considered the NSW Government's vision established under previous State strategies. Specific Transport Objectives were developed to balance movement and place outcomes, in alignment with the five key directions from the already released *Pymont Peninsula Place Strategy* that relate to movement and place aspects.

Table 3-1 presents the objectives for the draft Transport Plan, which helped focus the development of the draft Transport Plan initiatives and informed how the success of the initiatives will be measured.

3.3 Measuring success

Measuring the progress of the Transport Plan once it is finalised and implemented is a key aspect of ensuring the initiatives are progressing the vision and objectives.

Table 3-2 presents a range of measures for each of the objectives for the draft Transport Plan. This forms a starting point to draw from as the Transport Plan is delivered. When assessing the indicators, the minimum expectation is that any intervention should maintain or improve each of the relevant indications, with a benefit in one indicator not achieved at the detriment to another indicator.

More information on how to measure these indicators is included in the *NSW Practitioners Guide to Movement and Place* developed by Transport and the NSW Government Architect.

Table 3-1 Objectives of the draft Transport Plan

Place Strategy Directions	Transport Objectives to support the Place Strategy Directions
<p>Centres for residents, workers and visitors (New, lively and attractive centres for everyone to enjoy)</p>	<ol style="list-style-type: none"> 1. Ensure safe, convenient and legible access to local destinations for workers, residents, students, visitors (local and tourists) by public transport, walking and cycling 2. Facilitate creative and appropriate activation of streets and places 3. Prioritise social, economic and environmental outcomes for the community 4. Discourage private vehicles and car parking, where appropriate, while enabling freight and servicing access supporting local centres
<p>A tapestry of greener public spaces and experiences (Better spaces, streets and parks; a rich canopy of trees; and access to the foreshore)</p>	<ol style="list-style-type: none"> 5. Improve connectivity and wayfinding to green places, connect with new or existing parks, squares or facilities through shaded, pleasant streets. 6. Improve access and provide easy-to-navigate connections to the foreshore walk 7. Connect green and blue corridors across and beyond the precinct
<p>Creativity, culture and heritage (Celebrating Pyrmont Peninsula’s culture, heritage and connections to Country)</p>	<ol style="list-style-type: none"> 8. Provide a continuous foreshore walk that connects people to place, Country and local heritage 9. Reduce through traffic on local streets and improve walkability of key links to create quality dwelling places for creativity, culture and heritage 10. Ensure new spaces celebrate Connection with Country in alignment with planning processes
<p>Making it easier to move around (Safer, greener streets integrating with new public transport)</p>	<ol style="list-style-type: none"> 11. Improve the safety and attractiveness of active transport by reallocating road space and prioritising walking and cycling as the preferred mode for trips to, from and within the precinct 12. Provide safe, convenient, equitable and legible access to, and interchange between all public transport modes 13. Improve public and active transport connectivity within and to surrounding precincts, including the Innovation Corridor 14. Provide consistent, integrated wayfinding to and from key destinations
<p>Building now for a sustainable future (An adaptive, sustainable and resilient built environment)</p>	<ol style="list-style-type: none"> 15. Reallocate space to facilitate Green Streets, increased tree canopy to create cooler urban environments and water sensitive urban design 16. Promote sustainable last mile freight access 17. Embrace Smart Cities initiatives and future technological innovations in the precinct

Table 3-2 Indicators of success

Objective	Indicator	Metric
Centres for residents, workers and visitors		
<p>1. Ensure safe, convenient and legible access to local destinations for workers, residents, students, visitors (local and tourists) by public transport, walking and cycling</p>	<ul style="list-style-type: none"> • Public transport accessibility • '15-minute' neighbourhood • '30-minute' city • Mix of uses 	<ul style="list-style-type: none"> • Distance from a point of interest to the nearest public transport stop and service frequency at that stop • Number of residents and visitors that can access each node within 15/30 mins by walking, cycling and/or public transport • % road segments that are within 800m from locally oriented business land use • Improved perceptions of safety across active and public transport hubs • Number of peds/cyclists killed/seriously injured • Amount (distance) of separated cycleways constructed
<p>2. Facilitate creative and appropriate activation of streets and places</p>	<ul style="list-style-type: none"> • Flexible use of space 	<ul style="list-style-type: none"> • Flexible use of streets and places for temporary, people-focused day-time and night-time activities. Reported as improvement or not from an existing benchmark
<p>3. Prioritise social, economic and environmental outcomes for the community</p>	<ul style="list-style-type: none"> • Local living • Engagement in spaces • Community safety and security 	<ul style="list-style-type: none"> • Number of types of local living needs within 800m walking distance. Local living need types include childcare centre, preschool, community facility, medical centre, post office and shopping centre • Community engagement about public space need and quality has improved or not from an existing benchmark • Crime Prevention Through Environmental Design assessment. Reported as improvement or not from an existing benchmark
<p>4. Discourage private vehicles and car parking, where appropriate, while enabling freight and servicing access supporting local centres</p>	<ul style="list-style-type: none"> • Mode share • Freight network accessibility • Freight journey time reliability 	<ul style="list-style-type: none"> • % of trips by walking, cycling and public transport (all trips, excluding linked trips) • Length of servicing facilities (kerbside loading in metres and/or time) within the precinct • Deviation from average trip time by mode on select links by time of day • New developments having access to adequate off-street delivery, loading and servicing facilities

Objective	Indicator	Metric
A tapestry of greener public spaces and experiences		
5. Improve connectivity and wayfinding to green places, connect with new or existing parks, squares or facilities through shaded, pleasant streets	<ul style="list-style-type: none"> Public green space 	<ul style="list-style-type: none"> % population within 400m walking catchment of a public green space
6. Improve access and provide easy-to-navigate connections to the foreshore walk	<ul style="list-style-type: none"> Foreshore connections 	<ul style="list-style-type: none"> Number of easy-to-navigate connections to the foreshore walk
7. Connect green and blue corridors across and beyond the precinct	<ul style="list-style-type: none"> Tree canopy Corridor connectivity 	<ul style="list-style-type: none"> % tree cover of the precinct Length of green and blue corridors through and connecting to and from the precinct
Creativity, culture and heritage		
8. Provide a continuous foreshore walk that connects people to place, Country and local heritage	<ul style="list-style-type: none"> Connected foreshore walk 	<ul style="list-style-type: none"> Length of gaps in the foreshore walk
9. Reduce through traffic on local streets and improve walkability of key links to create quality dwelling places for creativity, culture and heritage	<ul style="list-style-type: none"> Air quality and noise Reduction of through traffic Walking space 	<ul style="list-style-type: none"> Monetary environmental cost of air pollution and noise caused by light and heavy vehicle, using vehicle kilometres travelled (VKT) and ATAP Guidelines on Environmental Parameter Values (\$/1,000 VKT) to determine environmental cost Volume of traffic that does not have an origin or destination in precinct and that travels via local streets Walking space performance as guided by the Walking Space Guide level of service benchmark or other agreed methodology(s), as appropriate to the pedestrian environment and/or site-specific context
10. Ensure new spaces celebrate Connection to Country in alignment with planning processes	<ul style="list-style-type: none"> Culture and heritage 	<ul style="list-style-type: none"> % of First Nations heritage sites / areas accessible at an SA2 level. Reported as improvement or not from an existing benchmark
Making it easier to move around		
11. Improve the safety and attractiveness of active transport by reallocating road space and prioritising walking and cycling as the preferred mode for trips to, from and within the precinct	<ul style="list-style-type: none"> Road safety Street space for pedestrians Cycling accessibility 	<ul style="list-style-type: none"> Safe Speed assessment to reduce the likelihood and severity of crashes to support the Towards Zero road safety targets Proportion of road space allocated to pedestrians along a road corridor segment Amount (no. and %) of cycle infrastructure classes that comprise the cycling network, including bicycle paths, shared paths and separated paths

Objective	Indicator	Metric
12. Provide safe, convenient, equitable and legible access to, and interchange between all public transport modes	<ul style="list-style-type: none"> Equitable access Safe speed for environment Public transport accessibility 	<ul style="list-style-type: none"> Equitable access for people with disabilities or reduced mobility in comparison to the able or less encumbered. Reported as improvement or not from an existing benchmark Determine if the posted speed limit is safe and appropriate for the road and roadside environment Distance to the nearest public transport stop and service frequency at that stop / Public Transport Accessibility Level (PTAL) Access improvements over time through use of effort mapping layers for active transport routes
13. Improve public and active transport connectivity within and to surrounding precincts, including the Innovation Corridor	<ul style="list-style-type: none"> Permeability Precinct connectivity Public transport journey time reliability 	<ul style="list-style-type: none"> Number of intersections / crossing opportunities and through site/development links per square kilometre Travel time from specified centres to other precinct centres by public transport and active transport Deviation from average trip time on select links by time of day
14. Provide consistent, integrated wayfinding to and from key destinations	<ul style="list-style-type: none"> Consistent, integrated wayfinding 	<ul style="list-style-type: none"> Coordination of information and adequacy of information at decision points. Reported as improvement or not from an existing benchmark
Building now for a sustainable future		
15. Reallocate space to facilitate Green Streets, increased tree canopy to create cooler urban environments and water sensitive urban design	<ul style="list-style-type: none"> Tree canopy Urban heat Impervious surface 	<ul style="list-style-type: none"> % tree cover of the precinct Magnitude of deviation of urban land surface temperatures relative to a non-urban vegetated reference. Reported as improvement or not from an existing benchmark % of impervious surface in the precinct
16. Promote sustainable last mile freight access	<ul style="list-style-type: none"> Cycling accessibility Local freight hubs 	<ul style="list-style-type: none"> Amount (no. and %) of cycle infrastructure classes that comprise the cycling network, including bicycle paths, shared paths and separated paths Accessibility to proposed local freight hubs and key freight drop-off points / clusters (e.g. residential towers, restaurant/retails strips) by cycle infrastructure

Objective	Indicator	Metric
<p>17. Embrace Smart Cities initiatives and future technological innovations in the precinct</p>	<ul style="list-style-type: none"> • Sustainable materials use • Multi-utility hubs 	<ul style="list-style-type: none"> • Proportion of materials for transport infrastructure sourced by reusing or recapture. Reported as improvement or not from an existing benchmark • Number of multi-utility hubs, which house multiple utilities to deliver precinct solutions to energy, water, waste and transport • Percentage of projects across the Precinct including digital infrastructure and complying with Smart Infrastructure Policy

4. Challenges and opportunities

4.1 Connecting with Country opportunities

A *Connecting with Country Framework* for the draft Transport Plan was co-developed with locally connected Elders, Knowledge Holders, and community members, which offers a central framework to help form, design and deliver the project with respect to Connecting with Country principles. The Framework responds directly to the objectives set out in the NSW Government Architect's *Draft Connecting with Country Framework*.

The purpose of the Framework is to protect the health and wellbeing of Country and embed Aboriginal and Torres Strait Islander culture and narrative into the planning and design of the transport and built environments.

The Framework explored opportunities for the draft Transport Plan to incorporate Connection with Country principles. Eight key design themes and recommendations were identified for integration in the draft Transport Plan and are summarised in **Table 4-1**.

Table 4-1 Connecting with Country: Key design themes and recommendations

Design Themes	Recommendations
Acknowledging a Proud History	<ul style="list-style-type: none"> Acknowledge the Gadigal and the Wangal as the Traditional Custodians of Pyrmont-Ultimo. Ensure all Acknowledgments of Country and Welcomes to Country are implemented in consultation with local Custodians. Acknowledge the diversity of Aboriginal and Torres Strait Islander peoples connected to the site and the shared history. Recognise the proud history of self-determination that Aboriginal and Torres Strait Islander peoples have forged in the Inner-Sydney area.
Language Integration	<ul style="list-style-type: none"> Incorporate the local language into the project to create a welcoming space and awaken Country. Examples of opportunities for language integration include naming, signage, artworks and other audio/visual media. Ensure language integration is informed by local and community-endorsed language specialists. Implement renaming or dual-naming using the local language of particular places. Incorporate educational features to support language integration and educate the wider community.
Storytelling	<ul style="list-style-type: none"> Explore the connections between key parts of the Sydney foreshore from Hyde Park, the Botanic Gardens, Sydney Opera House (Bennelong Point), Circular Quay (Warrane), Walsh Bay (Barangaroo) through to Darling Harbour and The Rocks and how these places link back to Pyrmont. Highlight the contributions of Aboriginal and Torres Strait Islander people to the industrialisation of Pyrmont-Ultimo and explore stories of resilience and self-determination that have allowed the local community to rebuild and reconnect to Country within contemporary structures. Explore the significance of fishing and saltwater stories as a defining traditional practice and discuss its contemporary connection to the Sydney Fish Markets. Implement subliminal educational features that can educate the wider community long-term. For example, introduce the Country across which travellers' traverse, such as audio introductions, 'Arriving on Gadigal Country', 'This bus travels from Gadigal Country to Wangal Country'.

Design Themes	Recommendations
<p>Indigenous Cultural Intellectual Property</p>	<ul style="list-style-type: none"> • Ensure the draft Transport Plan prioritises Indigenous cultural protocols rather than simply obeying western intellectual property laws when implementing storytelling into the draft Transport Plan. • Have clear contracts and remuneration for Indigenous Cultural Intellectual Property (ICIP), allowing for community to get together to discuss ICIP. • Clearly acknowledge the artists and community within the design where their stories are being interpreted, such as through signage. • Protect ICIP in the design by having clear outlines for what can be interpreted and how. • Collaborate with local community-endorsed artists and creatives to integrate ways of storytelling that reflect the historic traditional and cultural practices of the Sydney coastal area, such as sandstone engravings and shell art.
<p>Elements of Country</p>	<ul style="list-style-type: none"> • Acknowledge the significance of Country and interconnectedness and equal importance of Land, Sea and Sky Country. • Acknowledge the significance of Sandstone Country through the use of natural materials, landscaping, architecture, colour palettes and public artworks. Utilise green, brown, orange, white and pink colour palettes to reflect the Country on which the project site sits. • Acknowledge the significance of Saltwater Country, including waterways and key marine species such as shellfish, seafood, abalone, pipis and mullet in design. • Acknowledge Sky Country and its connections to neighbouring cultural groups and broader Songlines. Explore how constellations, such as the Great Emu, connect to Saltwater Country (migration of the whales) and Land Country (the blossoming of the gynea lily) at certain times of the year. • Incorporate native flora and fauna through planting and by means of materiality and texture within design, both indoors and outdoors (potential species for interpretation include eucalyptus and turpentine trees, gynea lily, mangrove species and marine species such as shellfish and whale).
<p>Country-Centred Design</p>	<ul style="list-style-type: none"> • Have an authentic focus on Country-centred design, considering the intersection of nature, people and design. • Acknowledge the history of the built environment, including how the area used waterways and Aboriginal and Torres Strait Islander paths/tracks as the basis of the design and construction of Sydney. • Recognise that Country encompasses everything and the importance of connecting with Country in a built environment, such as Country in/under the concrete. • Consider how all the senses (smell, sound, sight, taste, touch) can be evoked when designing with Country in mind. • Where possible, utilise materiality and fixtures to reflect the patterns and flux of nature through water, wind, sunlight and seasonal representations. • Utilise sustainable materials where possible. • Maintain sight lines to key natural elements and nodes/features. • Regenerate and care for Country by implementing sustainable practices for land, sky and water management to support a healthier living environment, such as through the utilisation of urban spaces for native planting that brings native birds and bees back to the inner-city. • Consider how the heights and shadows of buildings affect land, sky and water ecosystems.

Design Themes	Recommendations
<p>Culturally Safe Placemaking</p>	<ul style="list-style-type: none"> • Facilitate connections with Country through creating pathways and spaces for Elders and community members to gather on Country. • Integrate moments of respite along movement corridors. Create spaces for silence and solitude that allow time for reflection and listening to Country and time to experience being with Country. • Create accessible paths and spaces where the community can access and connect to waterways and green spaces. • Utilise design features such as open large spaces, circular spaces, calm lighting and visible nature to create welcoming spaces with a clear connection to Country. • Incorporate dedicated community spaces (such as, a circular space for ceremonies or a fishing spot) where the local Aboriginal and Torres Strait Islander community can gather and feel safe and welcomed. • Ensure that culturally and socially inclusive spaces are incorporated into design.
<p>Ongoing Engagement and Partnerships</p>	<ul style="list-style-type: none"> • Commit to ongoing engagement and co-design with community. • Commit to ongoing partnerships with local Aboriginal and Torres Strait Islander people and organisations throughout the project development, delivery and beyond (such as educators, language specialists, landscapers). • Create capacity for training and educational opportunities for the local Aboriginal and Torres Strait Islander community within the project.

4.2 Existing and future challenges and opportunities

In developing the draft Transport Plan, a range of transport challenges and opportunities were identified through reviews of previous studies, plans and strategies, and through focused Project Working Group workshops with City of Sydney, Department of Planning and Environment, and other relevant NSW Government agencies.

These challenges, and the opportunities they present to make positive change and achieve the Precinct vision, are summarised in **Table 4-2** and addressed via the initiatives outlined in Chapters 5 and 6.

The challenges and opportunities are summarised under the three Transport outcomes outlined in *Future Transport Strategy*:

- **Connecting our customers whole lives**, which includes safer journeys, improved connectivity, multimodal mobility and equitable access.
- **Successful places for communities**, which includes improving places, net zero, resilience, environmental sustainability and smarter planning.
- **Enabling economic activity**, which includes, efficient and reliable freight, optimising existing infrastructure, financial sustainability and supporting the visitor economy.

The aim of the *Future Transport Strategy* is to connect customers and communities with a safe, reliable, sustainable and integrated transport system, and to help guide the allocation of transport funding as we build our future cities, towns and regions.

Table 4-2 Challenges and opportunities

Challenges	Opportunities
Connecting our customer's whole lives	
<ul style="list-style-type: none"> • Pedestrian safety at key intersections, such as along Pyrmont Bridge Road • Traffic speeds on higher-order roads through the Precinct • Poor wayfinding • Missing safe cycle links • Lack of through-site links, such as along Edward Street between the future Metro and Pirrama Road • Lack of pedestrian crossing opportunities to/from bus stops • Barriers to pedestrian movement along the light rail corridor and Darling Drive • Topography, steepness of routes creates challenges for active transport • Pedestrian delay / long wait times and missing pedestrian crossing legs at traffic signals • Lack of equitable transport from physical, social and economic perspectives 	<ul style="list-style-type: none"> • Improve pedestrian safety at key intersections, such as those along Pyrmont Bridge Road • Improve pedestrian and cycling safety by reducing speed limits along all roads in the Precinct • Provide high quality, separated active transport infrastructure along key routes and desire lines • Improve wayfinding for key active transport corridors and interchange (Metro, bus, light rail) • Upgrade foreshore walk and complete missing links • Consider locations for key through-site links to improve active transport access • Provide high quality connections to all public transport modes to increase connectivity of the Precinct with Greater Sydney, such as improved pedestrian crossings to/from bus stops • Resolve barriers to pedestrian movement along the light rail corridor and Darling Drive • Reduce pedestrian delay and address missing pedestrian crossing legs at traffic signals • Improved cycle priority through appropriate designs • Provide equitable transport, taking consideration of community demographics
Successful places for communities	
<ul style="list-style-type: none"> • Lack of streetscape activation and passive surveillance, such as Edward Street • Lack of convenient access to waterways and green spaces • Lack of street space for walking, cycling and public transport along Pyrmont Bridge Road, Union Street and Harris Street • Traffic noise and pollution for residents • Urban heat and poor amenity due to lack of street trees • Large infrastructure corridors, such as motorways and light rail, can cause severance and land sterilisation effects 	<ul style="list-style-type: none"> • Provide opportunities for streetscape activation and passive surveillance • Better access to waterways and green spaces • Free up street space for more efficient modes, such as walking, cycling and public transport • Increased shading and pedestrian comfort on streets through tree planting • Remove under-utilised Pyrmont Street on-ramp to enable better use of space, such as a park or urban plaza connection to light rail and convention centre • Provide comprehensive digital connectivity to assist with access to services and wayfinding technologies • Smart infrastructure to assist in future planning

Enabling economic activity

- | | |
|--|---|
| <ul style="list-style-type: none">• High traffic volumes, which causes congestion• Poor visitor experience• Roads are prioritising unsustainable transport modes | <ul style="list-style-type: none">• Review proposed delivery, loading and servicing facilities at development application stage to ensure applicants provide adequate facilities• Freight and servicing (freight hubs) – opportunities for time of day and space requirements and use of sustainable last-mile deliveries• TDM⁵ and updated on-street and on-site parking policy opportunities to reduce vehicle volumes in the Precinct• Rationalise ramps on motorway to improve motorway efficiency and reduce through traffic volumes in the Precinct |
|--|---|

⁵ Travel Demand Management (TDM) is the application of targeted, people-orientated data to inform and influence demand on transport networks, which can improve efficiency or spending on infrastructure updates. TDM strategies include influencing people to change travel modes, travel times, routes or remove journeys where tasks can be undertaken remotely (e.g. working from home).

5. Realising the vision

The planned land use changes and the introduction of Sydney Metro West in Pyrmont will significantly change the movement and place characteristics in the Precinct. Subject to further investigation, consultation and government approval, implementing the initiatives outlined in this chapter will support the vision for the Precinct.

The Movement and Place Framework process was used by the Project Working Group to generate a set of initiatives based on a detailed understanding of movement, place, opportunities and challenges for the Precinct. Initiatives were grouped into short, medium to long-term or life of plan categories based on their current status (i.e. already in delivery, planning or for investigation) and in relation to the changes in transport or place-based developments they interface with and support, such as actions required to support the opening and operation of projects like the Sydney Metro West Pyrmont Station and the new Sydney Fish Market.

The set of initiatives have been collated under three broad strategic transport directions that align with the three Transport outcomes outlined in *Future Transport Strategy*. These three broad strategic transport directions respond to the Precinct vision, the draft Transport Plan objectives, internal and external stakeholder analysis of existing and future issues, along with opportunities within the Precinct, and state-significant land use and transport investment:

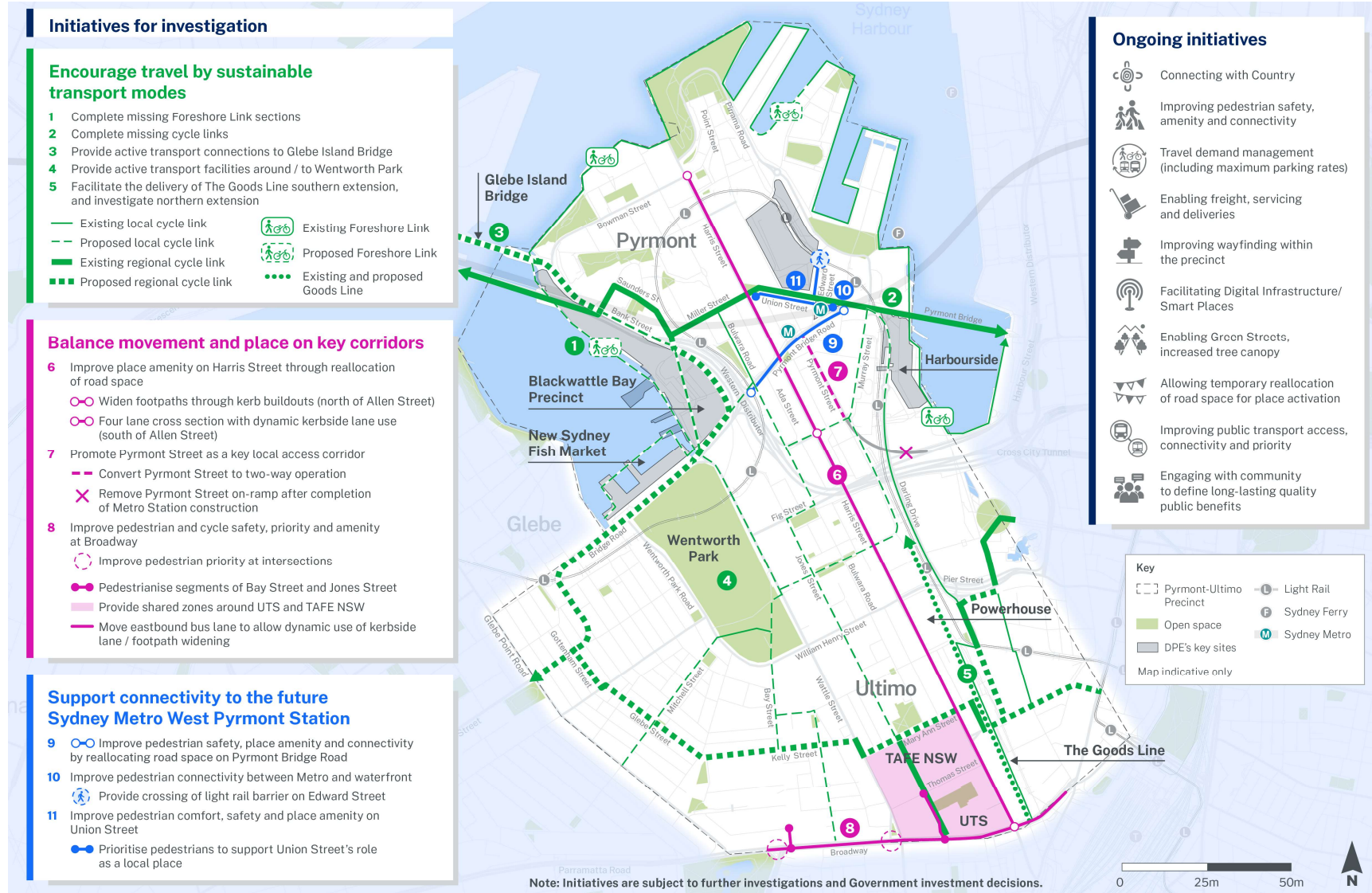
1. **Encourage travel by sustainable transport modes** – providing better walking, cycling and public transport connections to encourage more trips using these modes within, to and from, and through the Precinct.
2. **Balance movement and place on key corridors** – opportunities to increase local amenity for residents, workers and visitors.
3. **Support connectivity to the future Sydney Metro West Pyrmont Station** – maximising safe, high-amenity pedestrian connections and public transport interchange with the new Sydney Metro station.

Initiatives and priorities identified in this draft Transport Plan to help deliver upon the above strategic transport directions are not necessarily future NSW Government financial or policy commitments. Each of the initiatives are subject to further investigation and business case processes, including alignment with other State-government vision and objectives, prior to any further NSW Government investment decision.

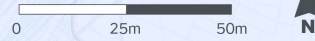
In the following sub-sections, more detail on each strategic direction is provided. A summary of how the strategic direction supports the Place Strategy Directions and Transport Objectives and is developed in collaboration with stakeholders is provided in each sub-section.

Figure 5-1 illustrates the key transport initiatives in an overarching Plan. Proposed time frames and avenues for implementing the initiatives, with opportunities for collaboration, are outlined in Chapter 6.

Figure 5-1 Plan on a page of the key initiatives across the Pyrmont-Ultimo Precinct



Note: Initiatives are subject to further investigations and Government investment decisions.



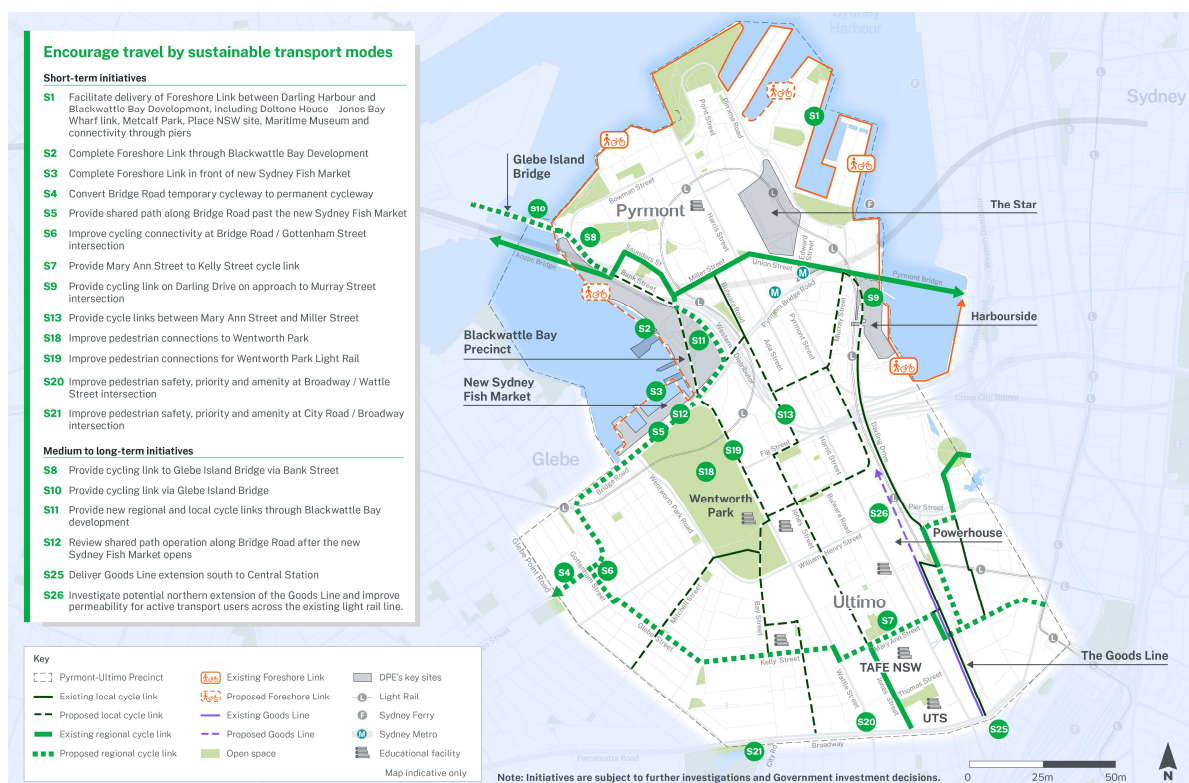
5.1 Encourage travel by sustainable transport modes

The focus of these initiatives is to support the *Pymont Peninsula Place Strategy* directions and ensure residents, workers, and visitors have safe, sustainable and efficient transport choices between centres, connecting the tapestries of greener public spaces, and make it easier to move around the Precinct.

State and local government stakeholders have identified these initiatives as the most important steps to enhance sustainable travel options and provide better walking, cycling and public transport connections to, within, from, and through the Precinct.

Those initiatives with a specific location are shown in **Figure 5-2**.

Figure 5-2 Sustainable transport initiatives



5.1.1 Support delivery of Parramatta to Sydney Foreshore Link

Complete missing sections of the Pymont component of the Parramatta to Sydney Foreshore link:

- S1: Facilitate delivery of Foreshore Link between Darling Harbour and Blackwattle Bay precinct (including Doltone House - Jones Bay Wharf link, Metcalf Park, Placemaking NSW site, Maritime Museum and connectivity through piers)
- S2: Complete missing Foreshore Link through Blackwattle Bay precinct
- S3: Complete missing Foreshore Link in front of new Sydney Fish Market.

5.1.2 Improve cycling connectivity and safety

Deliver regional cycle networks and City of Sydney's Bike Network east-west regional links and north-south local links and support connectivity and safety through the following initiatives:

- S4: Convert Bridge Road temporary cycleway to a permanent facility
- S5: Provide east-west shared path along Bridge Road past the new Sydney Fish Market

- S6: Improve east-west cycling connectivity by upgrading cycling facilities at Bridge Road / Gottenham Street intersection
- S7: Improve east-west cycling connectivity by delivering Mary Ann Street to Kelly Street cycle link
- S8: Connect Pyrmont to Rozelle by delivering cycling link to Glebe Island Bridge via Bank Street
- S9: Deliver new cycling facility to complete missing link on Darling Drive on approach to Murray Street / Union Street intersection
- S10: Improve regional cycling connectivity by delivering cycling link via Glebe Island Bridge
- S11: Improve regional and local cycling connectivity through Blackwattle Bay precinct to connect Pyrmont Bridge Road and Bank Street / Miller Street
- S12: Review east-west shared path operation along Bridge Road after the new Sydney Fish Market opens
- S13: Deliver local north-south cycle links between Mary Ann Street and Miller Street
- S14: Improve safe cycling access to primary and secondary schools

5.1.3 Improve pedestrian safety, priority and amenity

Support pedestrian movement by improving safety, priority and amenity through the following initiatives:

- S15: Improve safe walking access to primary and secondary schools
- S16: Upgrade non-DDA compliant kerb ramps throughout the Precinct
- S17: Improve pedestrian connectivity and safety by reducing delays at signals, adding missing pedestrian crossing legs at intersections and increasing opportunities to cross in high pedestrian activity areas

Specific initiatives are:

- **Wentworth Park:**
 - S18: Improve connections to Wentworth Park by upgrading shared paths and increased crossing opportunities along Wattle Street, Bridge Road and Wentworth Park Road. Align initiative with the Wentworth Park Master Plan
 - S19: Improve pedestrian connections to and from Wentworth Park Light Rail Stop at Wattle Street / Fig Street intersection. Align initiative with the Wentworth Park Master Plan.
- **Broadway:**
 - S20: Improve pedestrian safety, priority and amenity at Broadway / Wattle Street intersection
 - S21: Improve pedestrian safety, priority and amenity at City Road / Broadway intersection, including removal or redesign of the slip lane on the City Road approach.
- 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

- S24: Consider key through-site links through urban design and early development planning, particularly access to waterfront and the Foreshore Link

5.1.4 Extend the Goods Line

Support the extension of the Goods Line through the following initiatives:

- 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

5.1.5 Improve public transport safety, accessibility, priority and connectivity

Support public transport travel by improving safety, accessibility and connectivity through the following initiatives:

- S27: Provide ramp / lift to improve station access, including at Glebe Light Rail Stop
- 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
- S29: Determine medium-term bus plan in the Precinct and investigate new bus routes within the precinct. Potential routes include a rapid bus route to the Parramatta Road corridor via RPA Hospital and through Glebe and Forest Lodge along Bridge Road and Pyrmont Bridge Road and a rapid bus route connecting Pyrmont to Redfern and Australian Technology Park via Harris Street. Investigate bus priority on Bridge Road, Pyrmont Bridge Road and Harris Street for these future rapid bus routes
- S30: Investigate locations of new ferry stops, such as Cadi Park, Pirrama Park and Rozelle Bay
- S31: Investigate increase in light rail service frequency

5.2 Balance movement and place on key corridors

The focus of these initiatives is to support the *Pymont Peninsula Place Strategy* Directions and state significant development and local strategic planning within the Precinct. New opportunities exist to enhance local amenity and balance place outcomes instead of solely vehicle movements to benefit residents, workers and visitors better.

State and local government stakeholders have identified these initiatives as the most important steps towards creating thriving sustainable centres for residents, workers and communities. The initiatives provide opportunities to connect public spaces and social infrastructure; support local economies and experiences; reinforce creativity, cultural and heritage elements; and make it easier to move around the Precinct for those using active and public transport modes.

Those initiatives with a specific location are shown in **Figure 5-3**.

Figure 5-3 Initiatives to balance movement and place on key corridors



5.2.1 Enhance active transport experience along and across Broadway

Improve pedestrian and cycle safety, priority and amenity across and along Broadway through the following initiatives:

- C1: Provide northern footpath continuity for pedestrians at Bay Street by pedestrianising Bay Street between Broadway and Grose Street
- C2: Allow dynamic use of eastbound kerbside lane and/or footpath widening with buses moved into the second eastbound lane
- 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
- C5: Deliver Central Square in coordination with Central Precinct
- C6: Investigate feasibility of cycleway connection along Broadway

5.2.2 Improve place amenity on Harris Street

Support Harris Street as the central spine of the precinct, in combination with Pyrmont Street, through the following initiatives:

- C7: North of Pyrmont Bridge Road: Improve place amenity by widening footpaths and kerb buildouts
- C8: Between Pyrmont Bridge Road and Allen Street: Improve place amenity by widening footpaths and kerb buildouts
- C9: South of Allen Street: Improve place amenity by widening footpaths and transitioning to four lanes of general traffic 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 to Western Distributor
- 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

5.2.3 Precinct-wide movement and place initiatives

Initiatives that support the place-based development of the Precinct:

- 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
- 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: Invest 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: Identify suitable locations for integrated freight facilities (including freight bicycle hubs) and sustainable last-mile deliveries and ensure new developments provide adequate delivery, loading and servicing facilities to support increase in future development and demand for deliveries and servicing
- C19: Consider deliveries and servicing requirements at different times of day, and investigate dynamic loading zones (variable kerbside lane use)
- C20: Improve place amenity by facilitating temporary reallocation of road space for activation of place
- C21: Ensure Digital Infrastructure relating to Smart Places is considered during the development of strategic concept options for all initiatives.

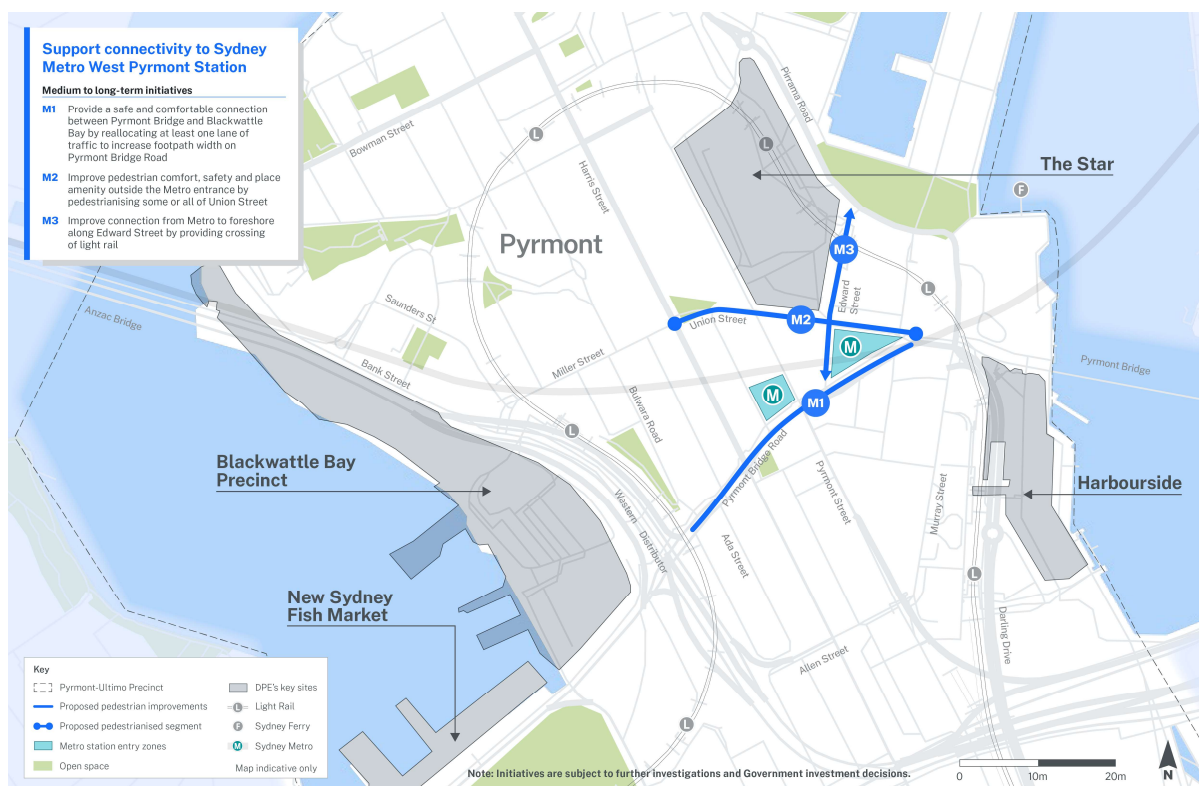
5.3 Support connectivity to the future Sydney Metro West Pyrmont Station

These initiatives focus on supporting the *Pyrmont Peninsula Place Strategy* Directions and Transport Outcomes to capitalise on the sustainable opportunities and infrastructural benefits the new Sydney Metro West Pyrmont Station brings to the Precinct.

State and local government stakeholders have identified these initiatives as the most important steps in establishing efficient, safe, high-amenity pedestrian connections and public transport interchange options required for people using the new Sydney Metro West Pyrmont Station once it is completed.

The initiatives are shown in **Figure 5-4**.

Figure 5-4 Initiatives that support connectivity to the future Sydney Metro West Pyrmont Station



5.3.1 Improve pedestrian safety, place amenity and connectivity to Sydney Metro West Pyrmont Station

Support connectivity between Sydney Metro West Pyrmont Station and the area it will serve, through the following initiatives:

- **M1:** Provide a safe and comfortable connection between Pyrmont Bridge and Blackwattle Bay by reallocating at least one lane of traffic to increase footpath width 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

6. Implementing the Transport Plan

Priorities outlined in this draft Transport Plan will require further investigation and consultation before any investment decisions and relevant approvals. Continued collaboration will be necessary, with Transport working alongside other parties that have a role in planning or implementation, such as the City of Sydney, other NSW Government departments and agencies, local residents, tertiary education institutions and community groups including Aboriginal and Torres Strait Islander people.

This draft Transport Plan identifies 55 initiatives that, in combination, will provide transport services, infrastructure delivery, and place outcomes in the Precinct to support the realisation of the 20-year vision. The following study phase will be engagement with the community to seek feedback on the draft Transport Plan.

As the draft Transport Plan transitions into the implementation phase, the draft Transport Plan has categorised the initiatives by timings, project phase, and responsibility to provide greater clarity:

- **Time period** – initiatives categorised by those proposed in the draft Transport Plan by ‘short’, ‘medium to long-term’, and ‘Life of Plan’ timings.
- **Project phase** – initiatives categorised by those ‘in delivery’, ‘in planning’, or ‘for investigation’.
- **Responsibility** – initiatives categorised by a lead party and/or supporting party, e.g. ‘Transport for NSW’, as designated most appropriate for implementation.

Initiatives identified for completion in the short term are the highest priority items. These initiatives are those expected by Transport to be investigated, planned for, and implemented within the next five years.

Initiatives identified for completion in the medium to long-term are expected to be investigated, planned or delivered by a responsible party within the next 10 years, recognising that some initiatives may take longer than this to be delivered.

Any initiatives with a ‘Life of Plan’ timeframe represent a commitment by Transport, the City of Sydney and other key stakeholders to work collaboratively to deliver these as soon as the opportunity arises during the life of this plan.

The initiatives will be coordinated with consideration of other Transport-led projects in the area, such as the Central Precinct Renewal Program and Western Gateway developments.

6.1 Short-term initiatives

The draft Transport Plan has identified a total of 19 short-term initiatives to be investigated, planned and delivered within the next five years. It is important to note that most projects are not funded or committed for delivery. As a result, they should be regarded as initiatives subject to further detailed investigation, scoping and business case development and investment decisions.

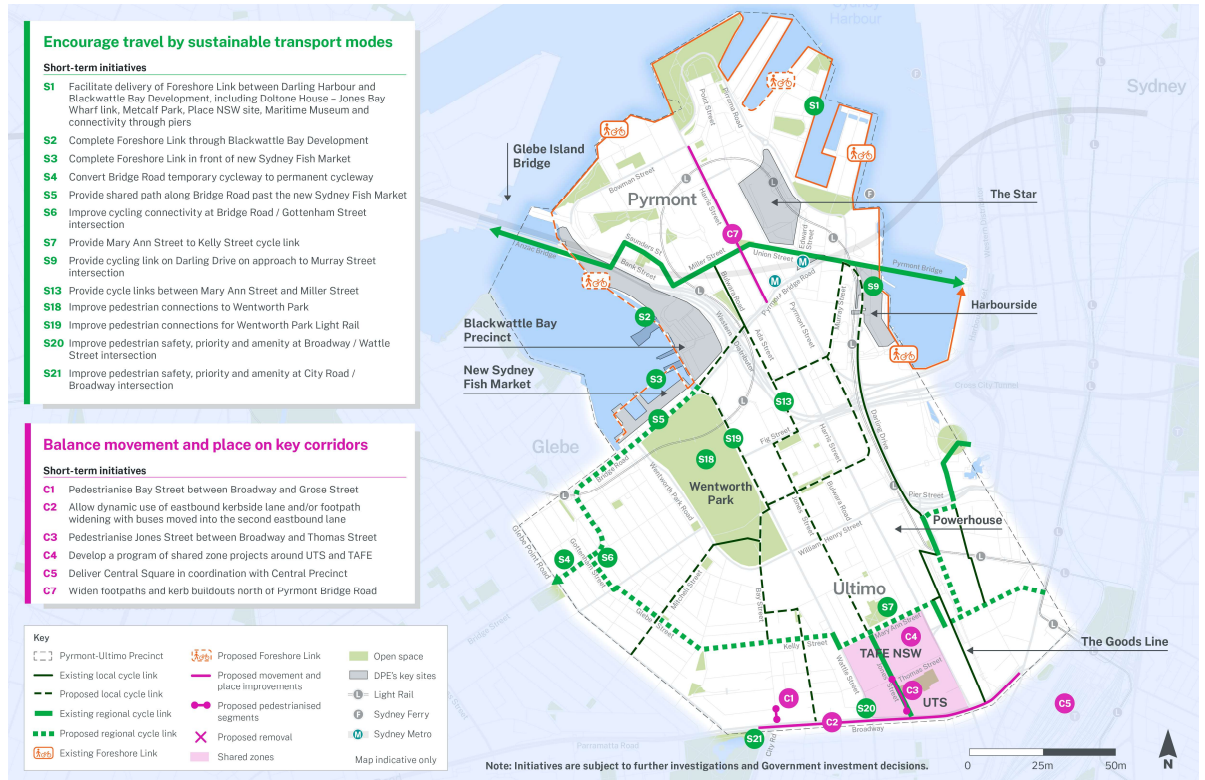
Table 6-1 Short-term initiatives

No	Initiative	Project phase	Responsibility
Encouraging travel by sustainable transport modes			
S1	Facilitate delivery of Foreshore Link between Darling Harbour and Blackwattle Bay precinct	In planning	Lead: Transport Support: Relevant landowners
S2	Complete missing Foreshore Link through Blackwattle Bay precinct	In planning	Lead: INSW Support: Transport
S3	Complete missing Foreshore Link in front of new Sydney Fish Market	In planning	Lead: INSW Support: Transport
S4	Convert Bridge Road temporary cycleway to a permanent facility	In planning	Lead: Transport
S5	Provide east-west shared path along Bridge Road past the new Sydney Fish Market	In delivery	Lead: INSW Support: Transport
S6	Improve east-west cycling connectivity by upgrading cycling facilities at Bridge Road / Gottenham Street intersection	For investigation	Lead: Transport Support: City of Sydney
S7	Improve east-west cycling connectivity by delivering Mary Ann Street to Kelly Street cycle link	In delivery	Lead: City of Sydney
S9	Deliver new cycling facility to complete missing link on Darling Drive on approach to Murray Street / Union Street intersection	In planning	Lead: Harbourside (Mirvac) Support: Placemaking NSW, City of Sydney, Transport
S13	Deliver local north-south cycle links between Mary Ann Street and Miller Street	For investigation	Lead: City of Sydney Support: Transport
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)	In planning	Lead: Transport Support: City of Sydney Transport
S19	Improve pedestrian connection to and from Wentworth Park Light Rail Stop at Wattle Street / Fig Street intersection (aligned with Wentworth Park Master Plan)	For investigation	Lead: Transport Support: City of Sydney
S20	Improve pedestrian safety, priority and amenity at Broadway / Wattle Street intersection	In planning	Lead: Transport Support: City of Sydney

No	Initiative	Project phase	Responsibility
S21	Improve pedestrian safety, priority and amenity at City Road / Broadway intersection by removal / redesign of slip lane	For investigation	Lead: Transport
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	For investigation	Lead: City of Sydney Support: Transport
C2	Move eastbound bus lane to lane 2 on Broadway, to allow dynamic use of eastbound kerbside lane and/or footpath widening	In planning	Lead: Transport Support: City of Sydney
C3	Improve pedestrian amenity by pedestrianising Jones Street between Broadway and Thomas Street	For investigation	Lead: City of Sydney Support: UTS, TAFE NSW
C4	Improve pedestrian amenity around UTS and TAFE by developing a program of shared zone projects around UTS and TAFE	For investigation	Lead: City of Sydney Support: UTS, TAFE NSW
C5	Deliver Central Square in coordination with Central Precinct	In planning	Lead: Transport Support: City of Sydney
C7	Increase kerb buildouts / widen footpath / modify kerbside lane use on Harris Street (north of Pyrmont Bridge Road)	In planning	Lead: City of Sydney Support: Transport

The short-term initiatives with a specific location are shown in **Figure 6-1**.

Figure 6-1 Short-term initiatives



6.2 Medium to long-term initiatives

The draft Transport Plan has identified a total of 16 medium to long-term initiatives to be investigated, planned or delivered within the next 10 years, recognising that some initiatives may take longer than this to be delivered. It is important to note that most projects are not funded or committed for delivery. As a result, they should be regarded as initiatives subject to further detailed investigation, scoping and business case development and investment decisions.

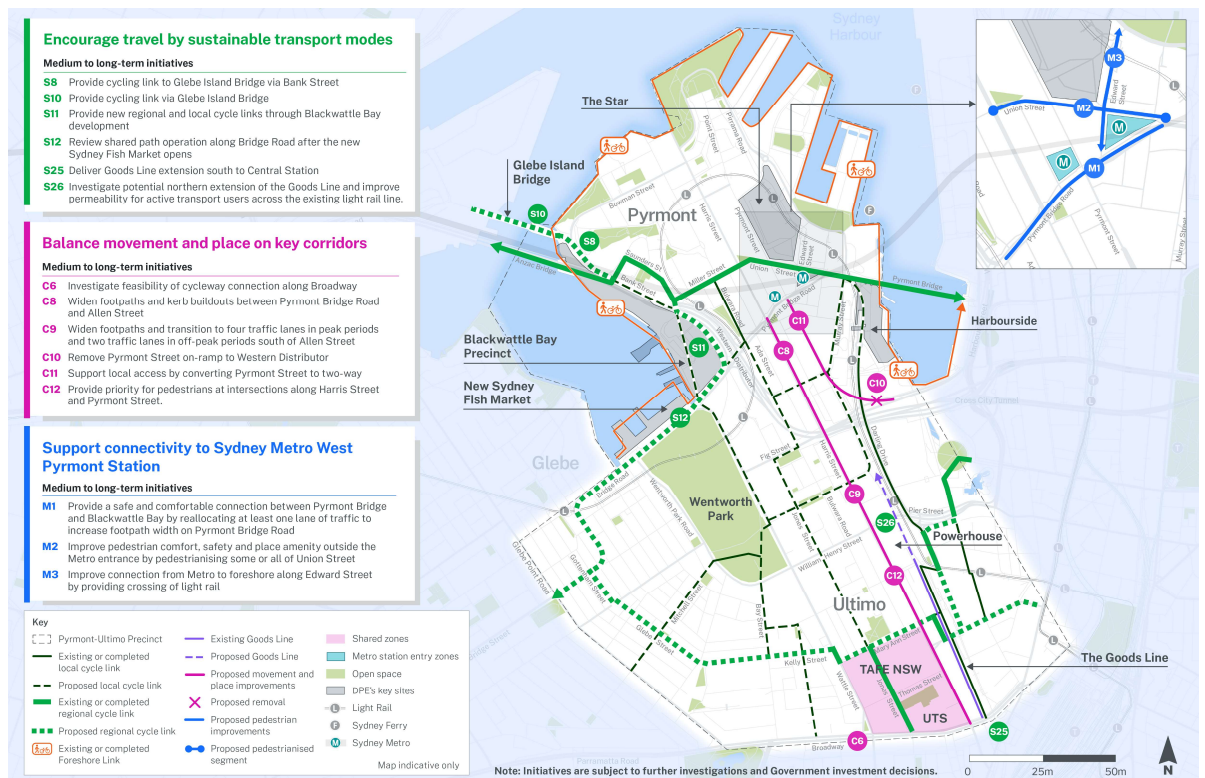
Table 6-2 Medium to long-term initiatives

No	Initiative	Project phase	Responsibility
Encouraging travel by sustainable transport modes			
S8	Connect Pyrmont to Rozelle by delivering cycling link to Glebe Island Bridge via Bank Street	For investigation	Lead: City of Sydney Support: Transport
S10	Improve regional cycling connectivity by delivering cycling link via Glebe Island Bridge	For investigation	Lead: Transport Support: City of Sydney
S11	Improve regional and local cycling connectivity through Blackwattle Bay precinct to connect Pyrmont Bridge Road and Bank Street / Miller Street	For investigation	Lead: INSW Support: City of Sydney, Transport
S12	Review east-west shared path operation along Bridge Road after new Sydney Fish Market opens	For investigation	Lead: Transport Support: City of Sydney
S25	Deliver the Goods Line extension south to Central Station	In planning	Lead: Transport
S26	Investigate potential northern extension of the Goods Line and improved permeability for active transport users across the existing light rail line	In planning	Lead: Property and Development NSW Support: Transport, Powerhouse Museum, City of Sydney
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	For investigation	Lead: Transport Support: City of Sydney
Balance movement and place on key corridors			
C6	Investigate feasibility of cycleway connection along Broadway	For investigation	Lead: Transport Support: City of Sydney
C8	Improve place amenity on Harris Street (between Pyrmont Bridge Road and Allen Street) by widening footpaths and kerb buildouts	For investigation	Lead: Transport Support: City of Sydney
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	For investigation	Lead: Transport Support: City of Sydney

No	Initiative	Project phase	Responsibility
C10	Improve place amenity and east-west connectivity by removing Pymont Street on-ramp to Western Distributor	For investigation	Lead: Transport Support: City of Sydney
C11	Support local access by converting Pymont Street to two-way, south of Pymont Bridge Road	For investigation	Lead: City of Sydney Support: Transport
C12	Provide priority for pedestrians at intersections along Harris Street and Pymont Street	For investigation	Lead: Transport Support: City of Sydney
Supporting connectivity to the future Sydney Metro West Pymont Station			
M1	Provide a safe and comfortable connection between Pymont Bridge and Blackwattle Bay by reallocating at least one lane of traffic to increase footpath width on Pymont Bridge Road	For investigation	Lead: Transport
M2	Improve pedestrian comfort, safety and place amenity outside the Metro entrance by pedestrianising some or all of Union Street	For investigation	Lead: City of Sydney Support: Transport
M3	Improve connection from Metro to foreshore along Edward Street by providing crossing of light rail	For investigation	Lead: Transport Support: City of Sydney

The medium to long-term initiatives with a specific location are shown in **Figure 6-2**.

Figure 6-2 Medium to long-term initiatives



6.3 'Life of Plan' initiatives

The draft Transport Plan has identified 20 'Life of Plan' initiatives to be investigated, planned, and delivered as soon as opportunities arise over the life of the plan, and delivered in collaboration with City of Sydney and other stakeholders. It is important to note that most projects are not funded or committed for delivery. As a result, they should be regarded as initiatives subject to further detailed investigation, scoping and business case development and investment decisions.

Table 6-3 'Life of Plan' initiatives

No	Initiative	Project phase	Responsibility
Encouraging travel by sustainable transport modes			
S14	Improve safe cycling access to primary and secondary schools	For investigation	Lead: City of Sydney Support: Transport
S15	Improve safe walking access to primary and secondary schools	For investigation	Lead: City of Sydney Support: Transport
S16	Upgrade non-DDA compliant kerb ramps	In planning	Lead: City of Sydney Support: Transport
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	In planning	Lead: Transport / City of Sydney
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	For investigation	Lead: Transport / City of Sydney
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	For investigation	Lead: Transport Support: City of Sydney
S24	Consider key through-site links through urban design and early development planning, particularly access to waterfront and the Foreshore Link	In planning	Lead: City of Sydney
S27	Provide ramp / lift to improve station access, including at Glebe Light Rail Stop	For investigation	Lead: Transport
S28	Address lighting, safety / security and access issues at public transport stops and provide comfortable, accessible waiting	In planning	Lead: City of Sydney

No	Initiative	Project phase	Responsibility
	spaces that comply with Australian disability access and safety standards		
S30	Investigate locations of new ferry stops, such as Cadi Park, Pirrama Park and Rozelle Bay	For investigation	Lead: Transport Support: City of Sydney
S31	Investigate increase in light rail service frequency	For investigation	Lead: Transport
Balance movement and place on key corridors			
C13	Rename places with Sydney Language names or dual-names, and reflect this heritage in signs	For investigation	Lead: City of Sydney
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	For investigation	Lead: City of Sydney
C15	Increase shading and pedestrian comfort on streets through tree planting	In planning	Lead: City of Sydney
C16	Improve wayfinding for key destinations, key active transport corridors and public transport interchanges	In planning	Lead: City of Sydney Support: Transport
C17	Invest in travel demand management through non-build solutions	Ongoing	Lead: City of Sydney
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	In planning	Lead: City of Sydney Support: Transport
C19	Consider deliveries and servicing requirements at different times of day, and investigate dynamic loading zones (variable kerbside lane use)	In planning	Lead: City of Sydney / Transport
C20	Improve place amenity by facilitating temporary reallocation of road space for activation of place	For investigation	Lead: City of Sydney Support: Transport
C21	Ensure Digital Infrastructure relating to Smart Places is considered during the development of strategic concept options for all initiatives	In planning	Lead: City of Sydney / Transport

7. Next Steps

With the local community at the centre of Transport's thinking, Transport conducted early informal engagement amongst the Pyrmont and Ultimo communities in late 2022. By engaging early in the planning process, Transport sought to understand the needs and aspirations of the established and emerging communities living, working and visiting the Pyrmont peninsula as it developed the draft Transport Plan.

Once the draft Transport Plan has undergone public consultation and consideration, the draft Transport Plan will be finalised by Transport for NSW, taking into account all comments and feedback for implementation. Transport will progress its work within the Precinct to deliver a final list of initiatives for consideration according to the NSW Government's funding and investment process.

Transport for NSW remains committed to delivering a shared vision for the Pyrmont-Ultimo Precinct and does its best to support the relevant views and aspirations of the local community, organisations and stakeholders as best as possible. Transport will continue to engage with and converse with the local community to support their transport needs for the places they live, work and visit in the Precinct.

The local community will continue to be informed of any upcoming engagement activities related to those identified initiatives as planned for and progressively delivered by this staged approach.

To provide feedback on this draft Transport Plan or get in contact with the Transport Community & Place team, please contact:

1800 648 490

pyrmontpeninsula@transport.nsw.gov.au

transport.nsw.gov.au/putp



© Transport for New South Wales

Users are welcome to copy, reproduce and distribute the information contained in this report for non-commercial purposes only, provided acknowledgement is given to Transport for NSW as the source.

