

Parramatta *Living Streets Strategy*

Final Report
rev01

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Parramatta City Council



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Executive Summary

The *Living Streets* strategy provides a strategic framework for the coordination of priorities and construction budgets for a number of existing Council transport programs (**Figure 1.1, p3**). The strategy addresses the ideas of a traditional Road Transport Strategy by providing a working document to assist in the management and controls of traffic on roads that are under the care and control of Parramatta City Council.

Concept

Traditional road hierarchy plans are often controversial and poorly accepted and understood by the community at large. Instead, it is proposed to adopt a broader *Living Streets* concept, which provides Council with a range of tools that recognise people's interactions with the road system, with a view to creating a new balance between on-street activities, pedestrians, bicycles, public transport, general traffic and adjacent landuses. Different types of streets require different balance to reflect the local characteristics and the specific values of that community.

New Data and Study Inputs

The current status of the Parramatta Council road network has been discussed in the strategy based on a review of existing data from various sources including new field data, new traffic count data, neighbourhood centre locations and Draft PAMP routes. This discussion provides new data and study inputs for the Living Streets strategy:

- Funding Classification (**Section 3.1**) - local , regional and state roads
- Landuse (**Section 3.2**) - residential, retail and commercial, industrial, railway stations, neighbourhood centres, educational facilities
- Traffic Parameters (**Section 3.3**) - traffic volumes, heavy vehicles, vehicular speeds, crashes
- Bike Routes (**Section 3.4**)

- Bus Routes (**Section 3.5**)
- Traffic Management (**Section 3.6**) - existing (local area traffic management, main street treatments, road diets, 40 km/h school zones)
- Access Barriers (**Section 3.7**)

Outcomes of the Strategy (Figure 4.1)

Identification of Precinct Environments

Areas of varying sizes that support a mix of landuses that are regularly used by different community groups. The emphasis is on the landuses surrounding the streets. The aim is to facilitate the growth of communities at locations that they use most frequently. The areas are defined in the Pedestrian Access and Mobility Plan (PAMP) Phase 1 and the Neighbourhood Place Management Program. For the purposes of the *Living Streets* program, three precinct environments have been recognised:

1. *Community Places* (**Section 4.1**) - small to medium sized precincts, such as the areas surrounding corner shops, community centres, schools and smaller railway stations
2. *Neighbourhood Centres* (**Section 4.2**) - medium to larger sized precincts surrounding the more significant shopping areas with a greater variety of retail, commercial and community services
3. *Central Business District* (**Section 4.3**) - the main Parramatta central business district as defined in the CITMAP/TMAP Study, including the area bounded by the Great Western Highway, Pitt Street, Macquarie Street, O'Connell Street, Victoria Road, Wilde Avenue, Parramatta River, Harris Street and Parkes Street

Identification of Street Environments

Streets and roads typically cater for the longitudinal movements of vehicles, people and goods, often with limited attention to cross movements, access needs and landuse. In many cases there is a need to create a better balance between the movement and access / living (**Figure 2.2**) functions within these environments. Where there is an overlap between street and precinct environments, it may be necessary or opportune to interrupt the street continuity rather than the precinct. The *Living Streets* program recognises three different street environments:

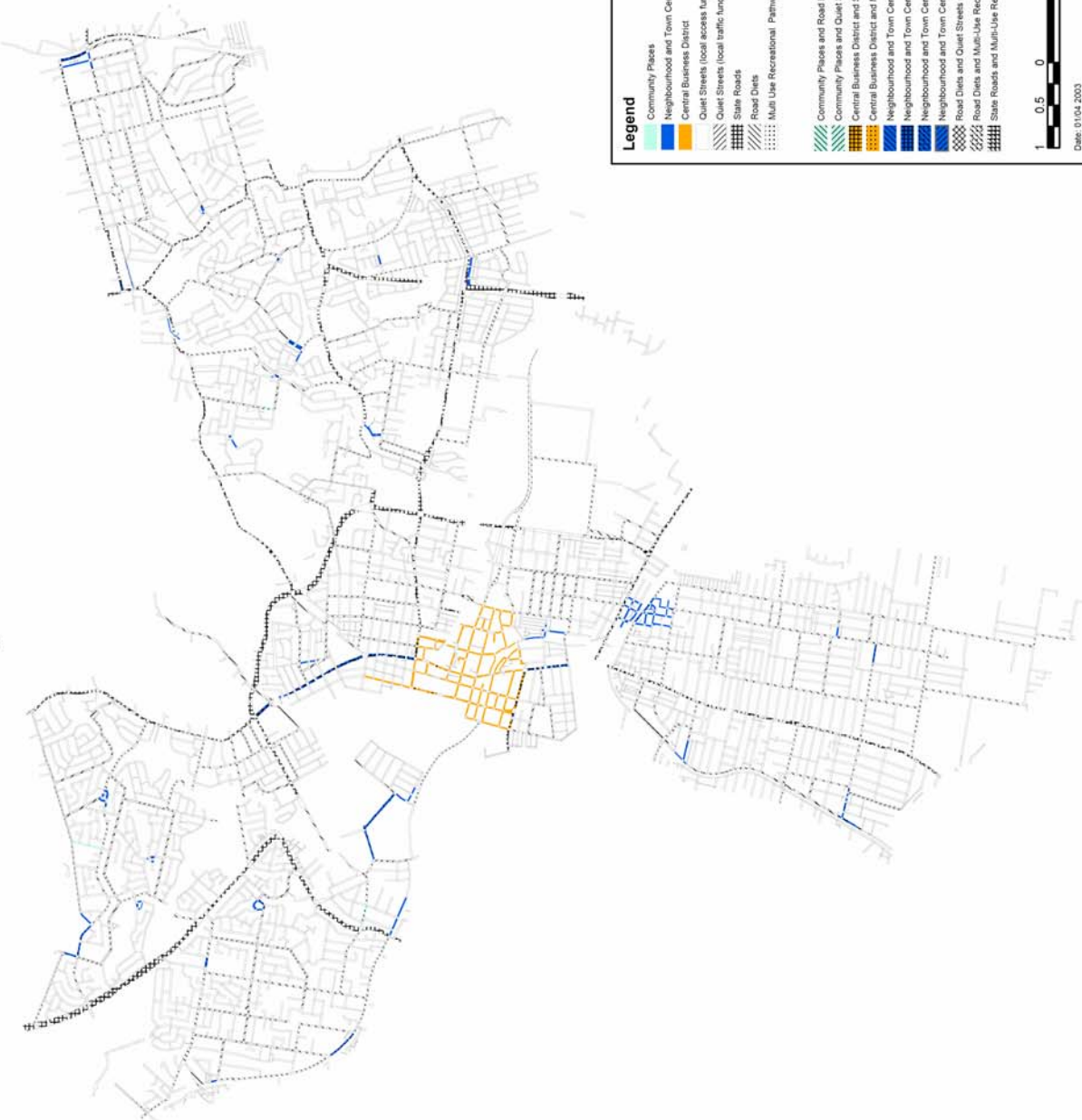
4. *Quiet Streets* (**Section 4.4**) - streets that provide mainly an access / living function for residents and sometimes businesses, generally under the full care and control of Council
5. *Road Diets* (**Section 4.5**) - roads with a more significant movement function that serve as links or connections between precincts, generally including routes under shared control by Council and RTA (ie *Regional Roads*, **Section 3.1**), as well as routes with links across access barriers (**Section 3.7**).
6. *State Roads* (**Section 4.6**) - classified *Main Roads*, *State Highways* and *Motorways* that are owned and operated by the RTA, the main function of which is the movement of people and goods.

Identification of Multi-purpose Environments

Environments that serve multiple purposes such as open space, bushland regeneration, wildlife protection, drainage and flood management. Traditionally, these corridors run along creek lines and have not performed a formal access or transport function. Research and field investigations undertaken for the Upper Parramatta River Catchment Trust, showed potential opportunities to create shared bicycle and pedestrian pathways within these corridors in Parramatta. The implementation of such pathways would provide Parramatta residents with greater modal choice, improving intercommunity accessibility and reducing car dependency.

7. *Multi-Use Recreational Pathways* (**Section 4.7**) - shared pedestrian and cyclist pathways within longitudinal green corridors, generally along rivers, creeks and drainage reserves.

Parramatta Road Strategy Living Street Environments



Legend

- Community Places
- Neighbourhood and Town Centres
- Central Business District
- Quiet Streets (local access function)
- Quiet Streets (local traffic function)
- State Roads
- Road Dists
- Multi Use Recreational Pathways

Community Places and Road Dists

- Community Places and Quiet Streets (local traffic function)
- Central Business District and State Roads
- Central Business District and Multi-Use Recreational Pathways
- Neighbourhood and Town Centres and Road Dists
- Neighbourhood and Town Centres and State Roads
- Neighbourhood and Town Centres, Road Dists and Multi-Use Recreational Pathways
- Neighbourhood and Town Centres and Quiet Streets (local traffic function)
- Road Dists and Quiet Streets (local traffic function)
- Road Dists and Multi-Use Recreational Pathways
- State Roads and Multi-Use Recreational Pathways

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