

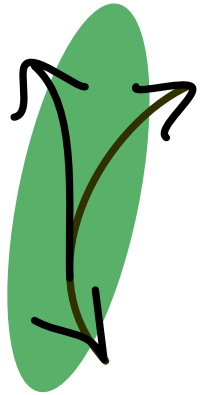
The Parkway

returning the streets to the people
Sydney's village pedestrian-cyclist link

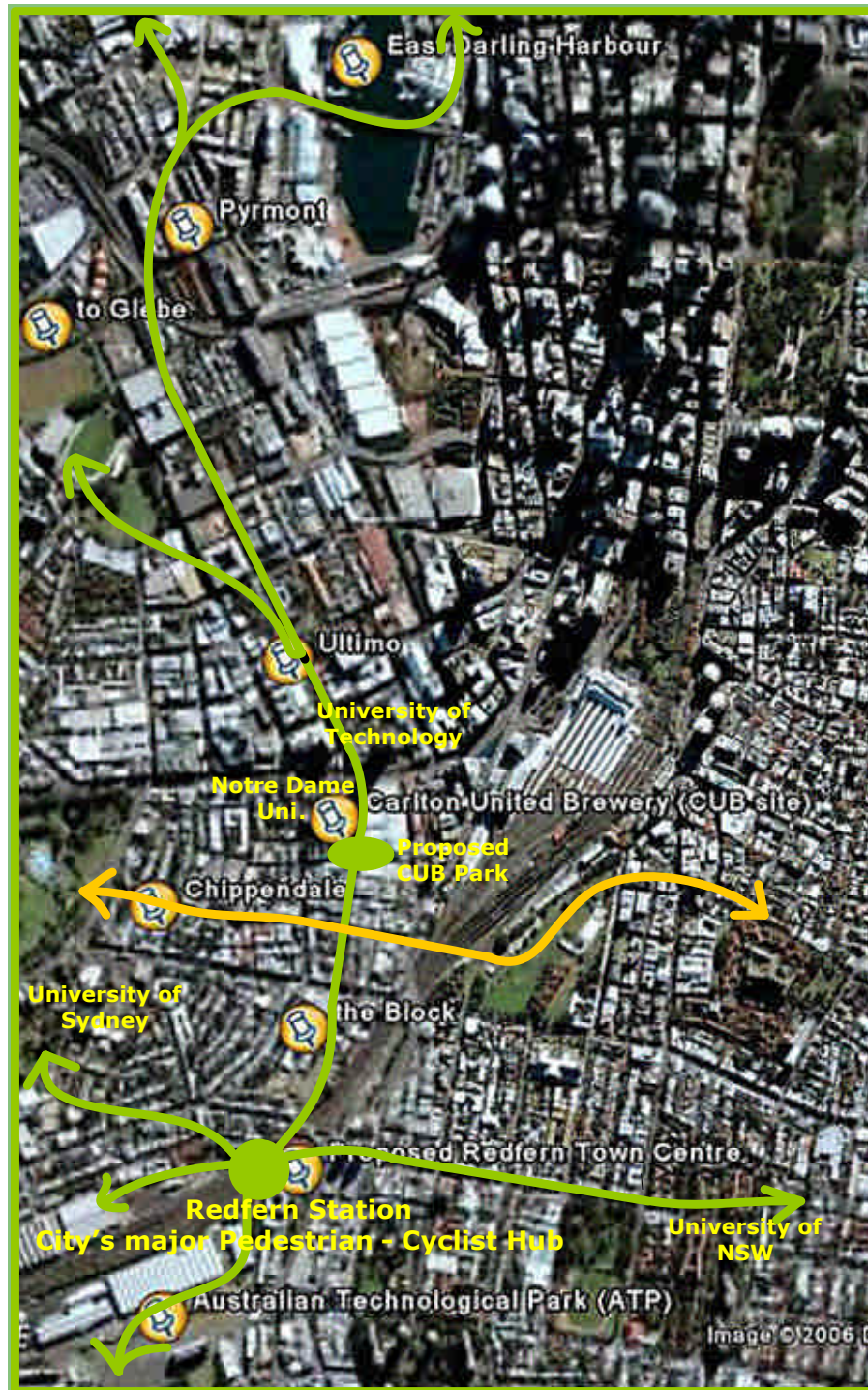
The Parkway

concept map
summary
introduction
background
challenges
the solution
the detail
highlights
the next step

a credible and visionary eco-transport solution



The Parkway
 concept map
 summary
 introduction
 background
 challenges
 the solution
 the detail
 highlights
 the next step



The Parkway

Sydney's People Connector

Primary Axis - North - South

- City + East Darling Harbour
- Pyrmont, Ultimo + the UTS
- Carlton United Brewery site
- Chippendale
- the Block + Darlington
- Redfern Station
(City's major pedestrian-cyclist hub)
- Australian Technology Park
(with links to Alexandria Canal & Botany Bay cycle route)

Links to:

Glebe, Newtown + Pyrmont

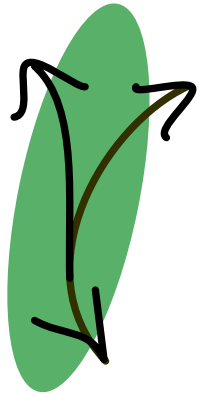
Major East - West route

- Sydney University
- Redfern Station
- East Redfern
- Moore Park *(links to UNSW)*

High volume pedestrian-cycle routes facilitated (in part) by dedicated off-road opportunities (eg Jones St, CUB site, the Block, ATP) and footpath extensions increasing green space and providing local traffic solutions

Future links

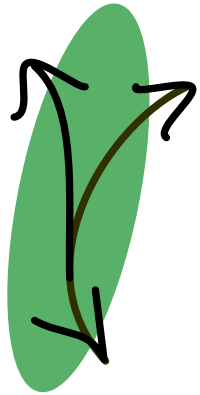
- Sydney Uni. + Victoria Park
- Chippendale
- Prince Alfred Park
- Surry Hills + Moore Park



The Parkway

concept map
summary
introduction
background
challenges
the solution
the detail
highlights
the next step

The Parkway - cycling, walking, blading
alive, energised, vibrant
returning the streets to the people



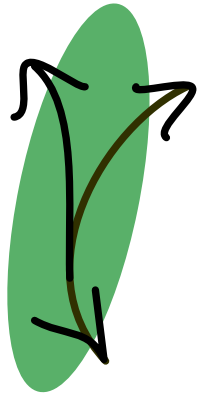
The Parkway

concept map
summary
introduction
background
challenges
the solution
the detail
highlights
the next step

summary

- With substantial population growth targeted for some of the city's villages and rapidly accelerating traffic growth dividing communities such as Chippendale, Redfern, Ultimo and the Block, there is a need for a visionary and viable transport alternative.
- Our priority was to find a feasible solution to offset Sydney's relentless vehicle use - one which can be fast-tracked now - one that makes a difference in terms of vistas, green space and human scale - one that is much kinder to our environment and changes the balance from vehicle use to open space - one which returns the streets to the people.
- We are confident that Sydney's Parkway is an innovative transport mode that substantially reduces inner city vehicle trips and supports a new generation's thinking. The proposal works within the confines of large population growth by returning the streets to the people and can be introduced in a staged process, ready to roll out now.
- With the ability to link in with light rail and train use, the Parkway builds on Government initiatives through purpose built destination links which support the shake up of unnecessary vehicle use. Whilst historically, on-road cycle routes are limited by traffic, the Parkway introduces high volume off-road pedestrian-cyclist routes that connect local communities.
- With a primary north - south axis linking the City to Alexandria and beyond, the east - west route joins Sydney University with the UNSW and alternate routes link Glebe - the City - Newtown.
- Designated as the City's new pedestrian-cyclist hub, Redfern Station provides cyclist storage facilities that feed into Sydney's existing and future transport framework with universities, local business, housing and commercial redevelopment promoting and supporting its use.

The Parkway - connecting our local communities



introduction

- Great cities are not just physically beautiful, such as Sydney and Rio but cities alive on a human scale. Cities such as New York, Paris and Amsterdam make you want to be on their streets - streets energised, accessible, open, diverse and dynamic.
- Cars dominate our city with their use rapidly accelerating.
- The result - a city where people feel powerless - where we interact as if in a silo - cocooned in our vehicles with our homes and workplaces our retreat.
- Yet in villages such as Surry Hills, the Rocks and Paddington people have returned to its streets and mingle rather than retreat. Here, pedestrian movement is on a human scale, alive and energised, with traffic calming, open space and vistas fostering village space.
- Compare this with the villages of Chippendale, Darlington, Redfern and Waterloo, dominated by traffic, pollution, poor planning and social issues, with little or no green space.
- Yet despite these constraints, these villages are targeted to absorb high level urbanisation on a scale not yet seen, with a reliance on unsustainable transport modes rather than a fresh rethink that is visionary, sustainable and community friendly.

Redfern

Chippendale

The Block

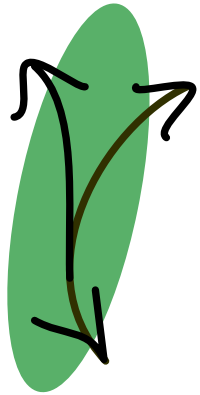
Darlington

Waterloo

The Parkway

- concept map**
- summary**
- introduction**
- background**
- challenges**
- the solution**
- the detail**
- highlights**
- the next step**

Sydney's historic villages - facing unprecedented development



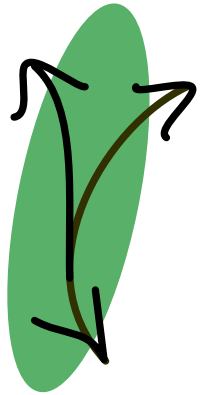
The Parkway

concept map
executive
summary
introduction
background
challenges
the solution
the detail
highlights
the next step

background

- To accommodate Sydney's population growth of 1.2 M people by 2031, the Metro Strategy was announced.
- Largely reliant on high density growth along Sydney's global arc, more than 55,000 new dwellings and 58,000 jobs are targeted for the City of Sydney's Local Government Area with a major component earmarked for the corridor to the city's south.
- Research indicates the redevelopment of state owned lands in Redfern-Waterloo is in addition to this projected growth.
- Forecast growth for the Carlton United Brewery site and land earmarked by the Redfern Waterloo Authority is likely to add nearly 40,000 workers/residents along a land corridor less than 1.5 kilometres long. Given the existing constraints, experts question how these inner city villages can absorb such significant land use change and intensification.
- Whilst the Metro Strategy offers comfort to nearly 80% of Sydney, where land use change is limited, viable solutions are crucial for inner city villages targeted for intense urbanisation.
- Without credible solutions for open space, transport alternatives and sustainable planning, given such intense urbanisation, these villages face further marginalisation, the loss of village character and the danger of transient vs. long term communities.
- Yet, Cabinet Papers show a reliance on regional parks vs. the provision of adequate green space locally as well as indications that future governments will be limited in their ability to amend plans.
- The absence of viable transport strategies is likely to escalate vehicle dependency.

The bottom line - a totally fresh approach to local transport planning is critical.



challenges

- With more than 40,000 extra workers/residents earmarked for Redfern-Waterloo and Chippendale, whilst height and density incentives are advantageous to the Government and developers alike they substantially reduce local amenity.
- Against this framework, the character of low rise heritage villages face extinction as the CBD expands south.
- Sydney already faces a transport crisis, with public frustration reaching a tipping point. Here population growth is reliant on existing transport routes - however the reality is a transport system already at capacity - hindered by high costs, time and traffic movement.
- Alternatives such as a privately funded road system has accelerated vehicle growth through these villages, the result of shifting routes, toll avoidance, traffic funnelling and increased freight movement. Traffic growth is rapidly increasing - eg 40% on Regent Street and 30% for Abercrombie Street in Chippendale between 1996 and 2002. Further growth is anticipated following the release of RTA statistics for 2005.
- For villages long marginalised by inadequate green space, little sunlight, token backyards, stifling pollution and traffic gridlock, the extent and type of high rise urbanisation proposed, impacts not only those financially and socially disfranchised, but confronts whole communities.
- With redevelopment proposals suggesting 33 storey towers or greater on the CUB site and 18 storeys for the Redfern/Darlington skyline, together with significant changes in land use, the ability to revitalise local streets on a pedestrian and human scale is substantially reduced - particularly after hours, when the reality of drive in/out vertical villages and shut down of commercial areas is apparent.
- These villages are reliant on the human scale and green space - these villages lack the open space, water or vistas found elsewhere.

The Parkway

**concept map
summary**

introduction

background

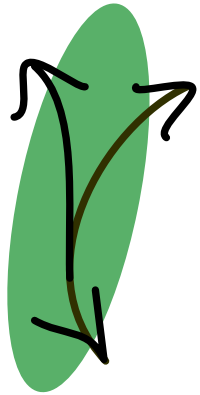
challenges

the solution

the detail

highlights

the next step



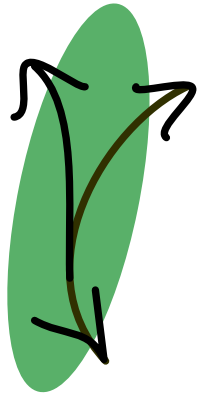
the solution

- In response, the Parkway provides a fresh transport approach.
- It breaks the City's continued reliance on vehicle use by promoting high volume cycling and walking as a genuine and alternate transport mode.
- By linking the City and East Darling Harbour to the Carlton United Brewery site and Redfern-Waterloo through dedicated car-free pedestrian-cycle green routes, its success can be readily mirrored elsewhere as part of the Metro Strategy.
- This people connector introduces green routes fundamentally changing the way we link our villages and the City.
- Redfern Town Centre would become the inner city's pedestrian/cyclist hub reducing bus movement to the city and along Eddie Avenue better providing road space for light rail.
- A high volume east - west route would link the major universities.
- Sydney's Parkway would transform our inner city streets energising them on a human scale - opening up our villages and embracing rather than razoring them – preserving our heritage and socially significant streetscapes.
- Acting as a magnet for high volume pedestrian and cycle movement, the Parkway offsets the impact from urban intensification by encouraging us to rethink daily habits by shifting traffic from our streets.
- The parkway addresses local and entrenched environmental challenges.
- This is a viable and effective transport solution that eases the city's traffic chaos, fosters a people energy, is safe and healthy and links in with transport modes such as light rail.

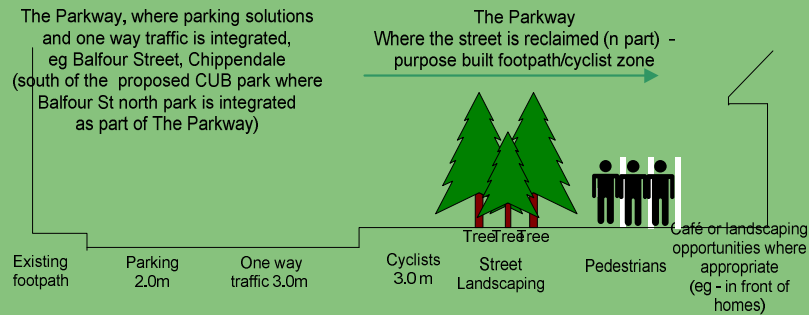
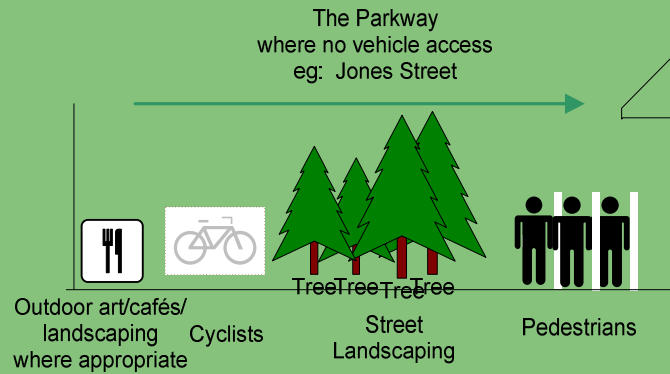
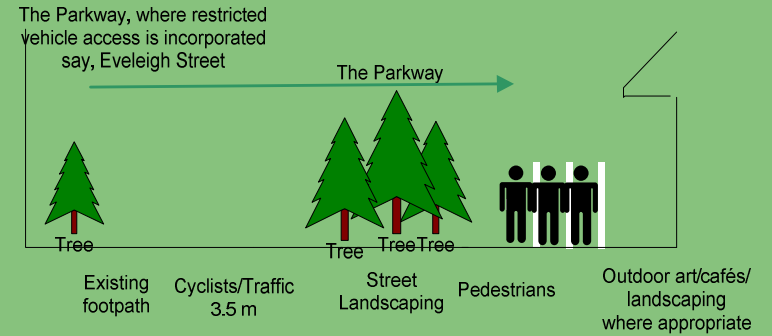
The Parkway

concept map
summary
introduction
background
challenges
the solution
the detail
highlights
the next step

The Parkway – Sydney's high volume off-road people connector

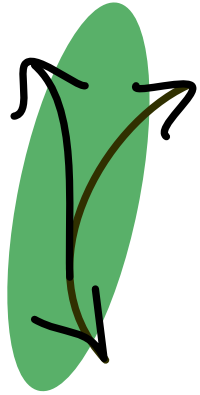


the solution



The Parkway

- concept map
- summary
- introduction
- background
- challenges
- the solution
- the detail
- highlights
- the next step

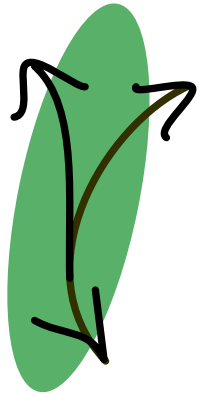


the detail

- The City of Sydney's draft cycle strategic plan and master-plan which is being exhibited for public exhibition is to be commended, however there are still substantial hurdles:
 - shared traffic lanes with pressure to keep cycle routes off arterial roads
 - competition from high traffic growth through local neighbourhoods
 - the absence of high volume off-road links
 - low participation rates and safety concerns
 - absence of a designated cyclist-pedestrian transport hub
 - the lack of an integrated public transport strategy
 - missing routes through proposed high density areas
- The Parkway provides the missing link:
 - a credible and high volume transport mode on a human scale
 - is not in competition with vehicle traffic but instead reduces car journeys
 - provides attractive and efficient linkages that rapidly accelerate participation rates
 - a people connector that is fast, safe, low cost and can be fast tracked now
- Partially in place in Ultimo, the Parkway takes workers/residents/students from Alexandria and beyond to the City, providing links to Glebe and the major Universities - over a 20 km trail.
- Is integrated through substantial green space and local area traffic improvements reducing local traffic and enhancing amenity, near the city's most heavily trafficked roads.
- Designated as the City's major **pedestrian/cyclist hub**, the new **Redfern Station** facilitates pedestrian-cyclist movement through existing villages away from the constraints of Central Station, with bike storage and hire provided.

The Parkway

concept map
summary
introduction
background
challenges
the solution
the detail
highlights
the next step

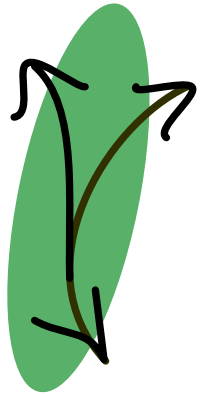


The Parkway

concept map
summary
introduction
background
challenges
the solution
the detail
highlights
the next step

the detail con't

- The introduction of cycle planning incentives and semester bike passes encourage students/workers/residents to cycle or walk reducing bus congestion along Broadway and Eddie Avenue freeing up road use to better provide for light rail corridors.
- The Parkway supports future light rail use.
- Provides much needed pedestrian-cyclist links that address pedestrian safety concerns and link Darlington to Chippendale and Pymont/Ultimo to the City.
- Is integrated through the proposed CUB park and Balfour Street north park and designed to minimise traffic through local neighbourhoods e.g Balfour Street at Cleveland will not be reopened and Balfour Street Park north restricts traffic to/from CUB site.
- Provides the opportunity to incorporate community gardens.
- Key off-road routes are introduced by purpose built footpath extensions which provide large tracts of green space and strengthens links between villages.
- Attractive improvements at Jones Street near Broadway is part of the long mooted Broadway upgrade and provide opportunities to link Ultimo to Chippendale.
- Plans by the RWA support connections between Redfern and Darlington to the ATP.
- The City's Redfern upgrade supports the east-west route.
- Multi-purpose end compartments on trains provide bike storage as part of an integrated transport strategy increasing participation rates.
- The result - an effective, transport mode that promotes and supports vibrant and healthy lifestyles.



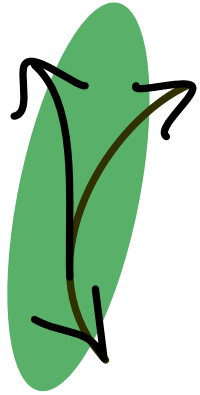
The Parkway - village highlights



The Parkway

- concept map
- summary
- introduction
- background
- challenges
- the solution
- the detail
- highlights
- the next step

discover our rich heritage and social history



The Parkway

concept map
summary
introduction
background
challenges
the solution
the detail
highlights
the next step

The next step

Initially conceived by a group of inner city residents, the Parkway is being fast tracked now because we believe it is the right time and place to respond to Sydney's continuing transport chaos.

Critically, the Parkway addresses the challenges facing local communities from the redevelopment of the CUB site and Redfern-Waterloo.

With the announcement of East Darling Harbour project, the need for a fresh and credible transport mode is paramount, one that can be successfully fast tracked through a staged roll out through Pyrmont-Ultimo, Chippendale and the CUB site to the Block, Redfern and Waterloo with links to east - west routes.

Initial discussions with various stakeholders has been very positive and we envisage with the support of CoS and RWA engaging the larger community into the consultation process.

We are now looking for the City of Sydney's support and political will, as well as the Government's, to take these concept plans further by developing and prioritising this project.

In short, the Parkway is green, safe and beautiful.

To find out more, offer your support or just stay in touch,
email communityworkinggroup@yahoo.com.au

The Parkway - Sydney's People Way