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SYDNEY GATEWAY

Active Transport Strategy



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SYDNEY GATEWAY

Active Transport Strategy

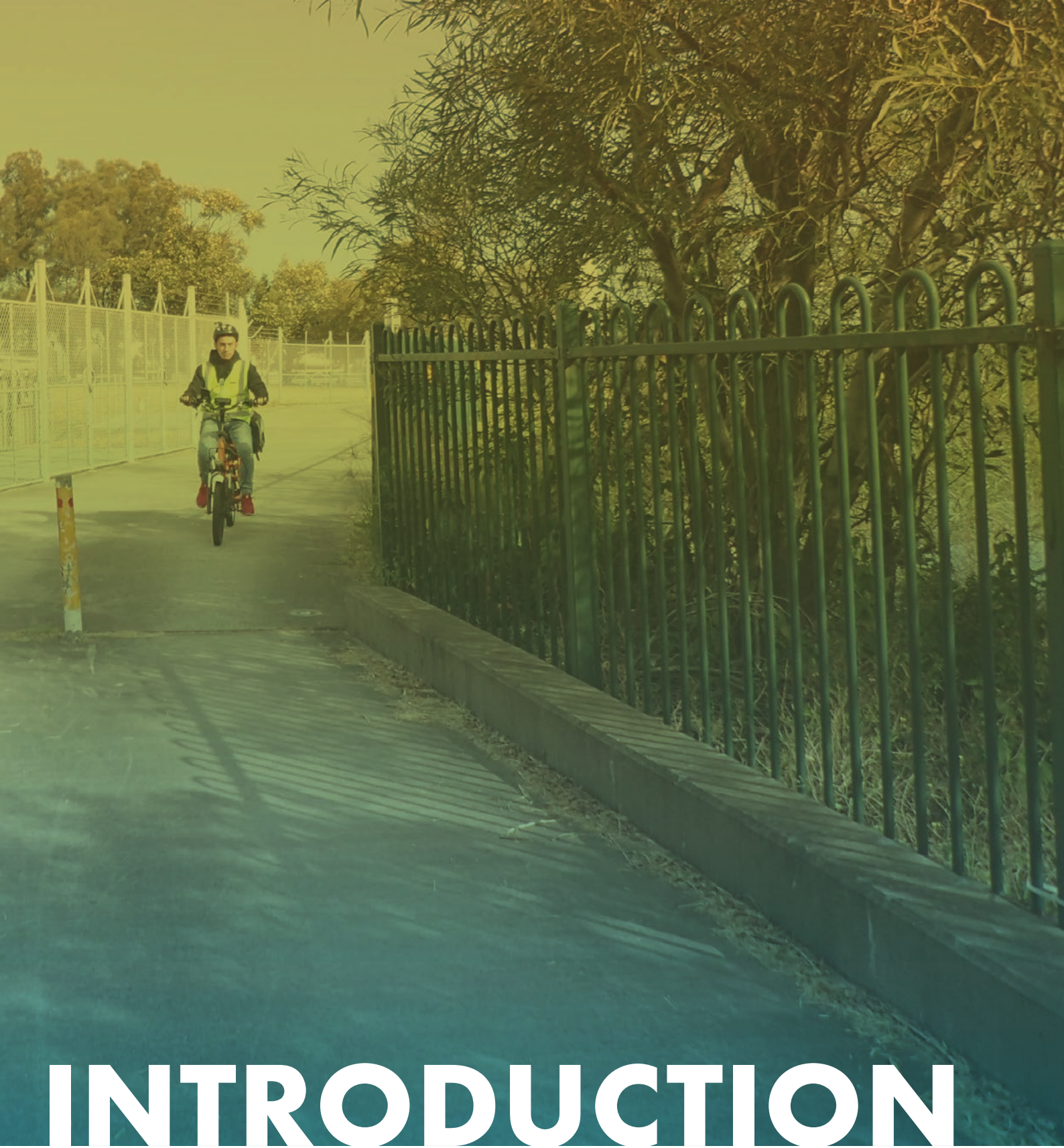
**Prepared for Transport for NSW
and Sydney Airport**



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INTRODUCTION

1.1 BACKGROUND

This report provides an overview of the Active Transport Network Strategy for the Sydney Gateway project. The ATN Strategy will inform the development of additional and improved active transport connections as part of the Sydney Gateway project and future active transport planning in the vicinity.

Sydney Gateway project

Transport for NSW (Transport) is currently constructing the Sydney Gateway project (the project), which comprises a new, multi-lane road link between the New M5 Motorway at St Peters Interchange, the Domestic Terminals and the International Terminal at Sydney's Kingsford Smith Airport. The regional context for the project is shown in Figure 1. The Airport is an important international and national gateway to Sydney.

The Sydney Gateway project includes a new dedicated flyover from Qantas Drive to the entrance of the Domestic Terminals. This route will bypass existing intersections along the road network to the Domestic Terminals. The key components of the Sydney Gateway project are shown in Figure 2.

This report

This report is in response to the conditions of approval for Sydney Gateway (discussed further in section 1.2). It outlines the investigation of the local and regional active transport network (ATN) in the project area and the role of the Sydney Gateway in contributing to the active transport network. In consultation with key stakeholders, a number of potential strategic links have been identified to contribute to the local and regional active transport network.

Active transport is non-motorised forms of transport that include physical activity, for example walking or cycling. An active transport network enhances connectivity, particularly at a local level. An active transport network consists of suitable infrastructure to enable convenient, pleasant and safe walking and cycling trips. Suitable active transport links promote active lifestyles resulting in a wide range of benefits for the community.

There is a direct relationship between the quality of active transport links and their use. High quality active transport links that have reasonable grades, that are safe, that are separated from vehicular traffic and provide amenity are more frequently used.

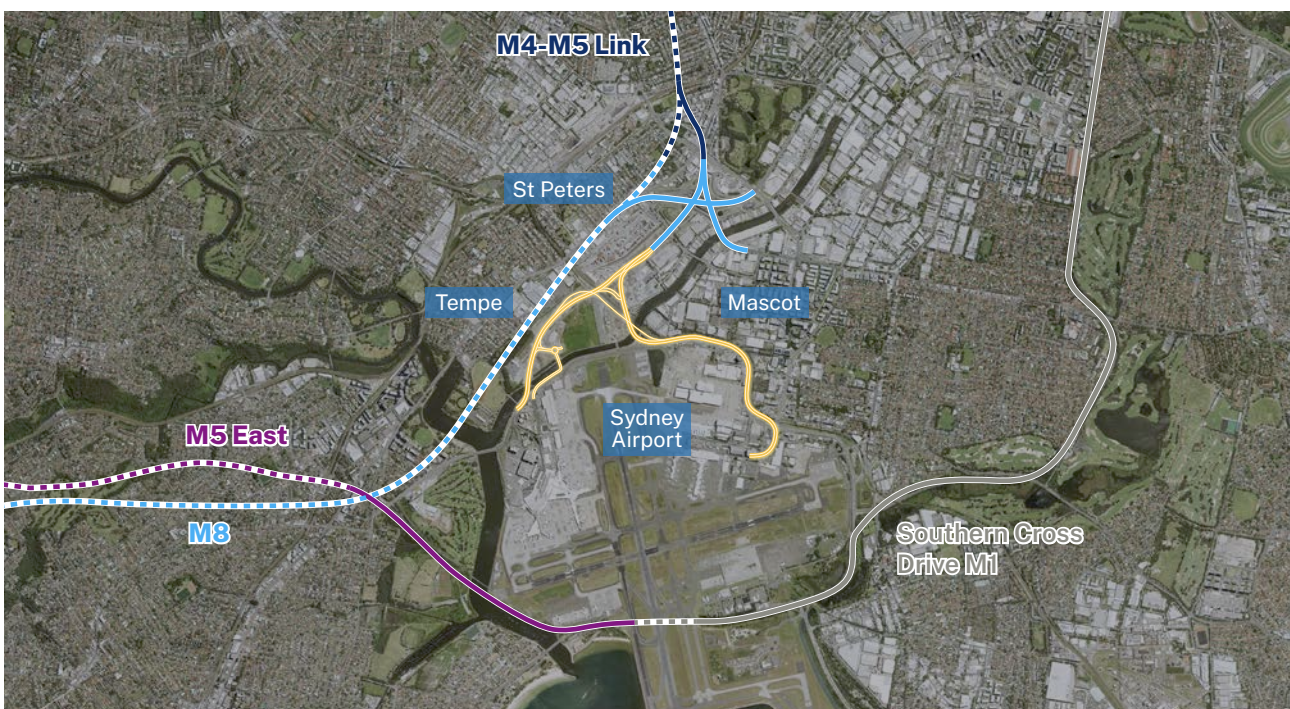


Figure 1: Sydney Gateway regional context

Cycle and pedestrian paths form part of the Sydney Gateway program of works to improve connectivity and safety and contribute to the broader active transport network. An important part of the Sydney Gateway project is to provide an extension of the existing Alexandra Canal shared path to the Domestic Terminals providing a direct off road active transport link between the Domestic Terminals and International Terminal.

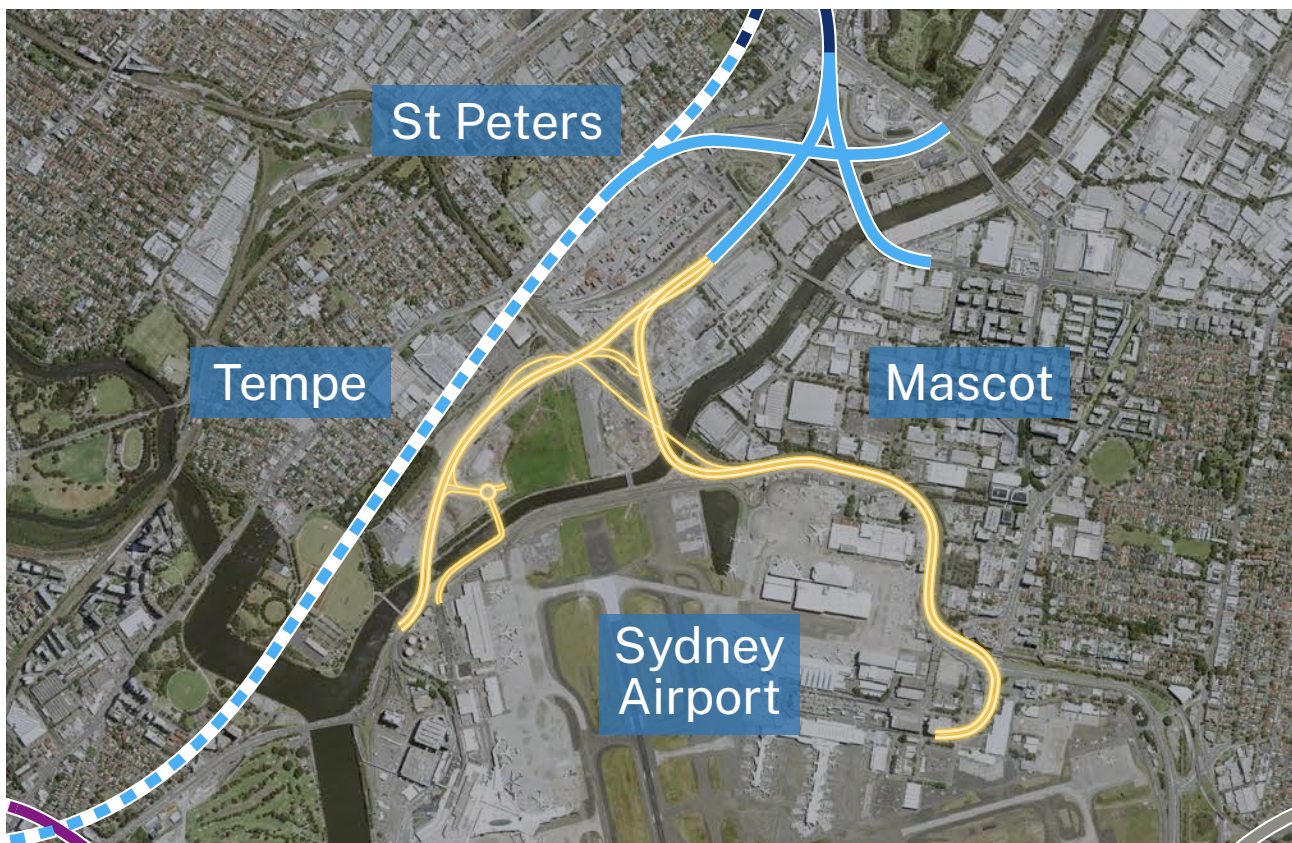


Figure 2: Key components of the Sydney Gateway project

1.2 CONDITIONS FOR APPROVAL

The Sydney Gateway project was approved, subject to Commonwealth and State conditions, including conditions for improved active transport outcomes. This report is a response to the Commonwealth conditions. A separate active transport audit is prepared responding to the State conditions.

Sydney Gateway - Commonwealth condition

Under the Sydney Gateway Commonwealth conditions, a mitigation measure was included for an active transport strategy. Specifically:

“Mitigation Measure TT18, which requires the preparation of an active transport strategy to integrate and enhance accessibility opportunities in the vicinity of Sydney Airport. The strategy is to be prepared in consultation with relevant stakeholders (including the Sydney Airport Forum) and provide a guide for future active transport infrastructure.”

This strategy builds upon previous work developed on the active transport strategy for Sydney Gateway as well as work by local Councils and Sydney Airport. The strategy considers:

- Shared path connections that have been delivered or are being planned in the precinct
- Links to enhance accessibility opportunities in the vicinity of Sydney Airport
- The active transport network being prepared by the Greater Sydney team within Transport
- Engagement with Councils and bike user groups.



Figure 3: End of Trip Facilities at International Terminal

1.3 PROJECT SITE BOUNDARY

The project site boundary for the ATN Strategy has been defined as the areas located within an approximate 1.5km radius of the Domestic Terminals and International Terminal.

The terminals are the two key public and employee destination points at Sydney Airport. The strategy has considered the existing ATN and opportunities within this boundary.

Active transport links (ATLs) to the local and regional networks are also important and hence the active transport strategy, has also included consideration of connectivity to existing regional ATLs in proximity to the airport terminals.

Figure 4 illustrates the Sydney Gateway site boundary in black and shows the areas within the 1.5km radius of the Domestic Terminals and International Terminal.

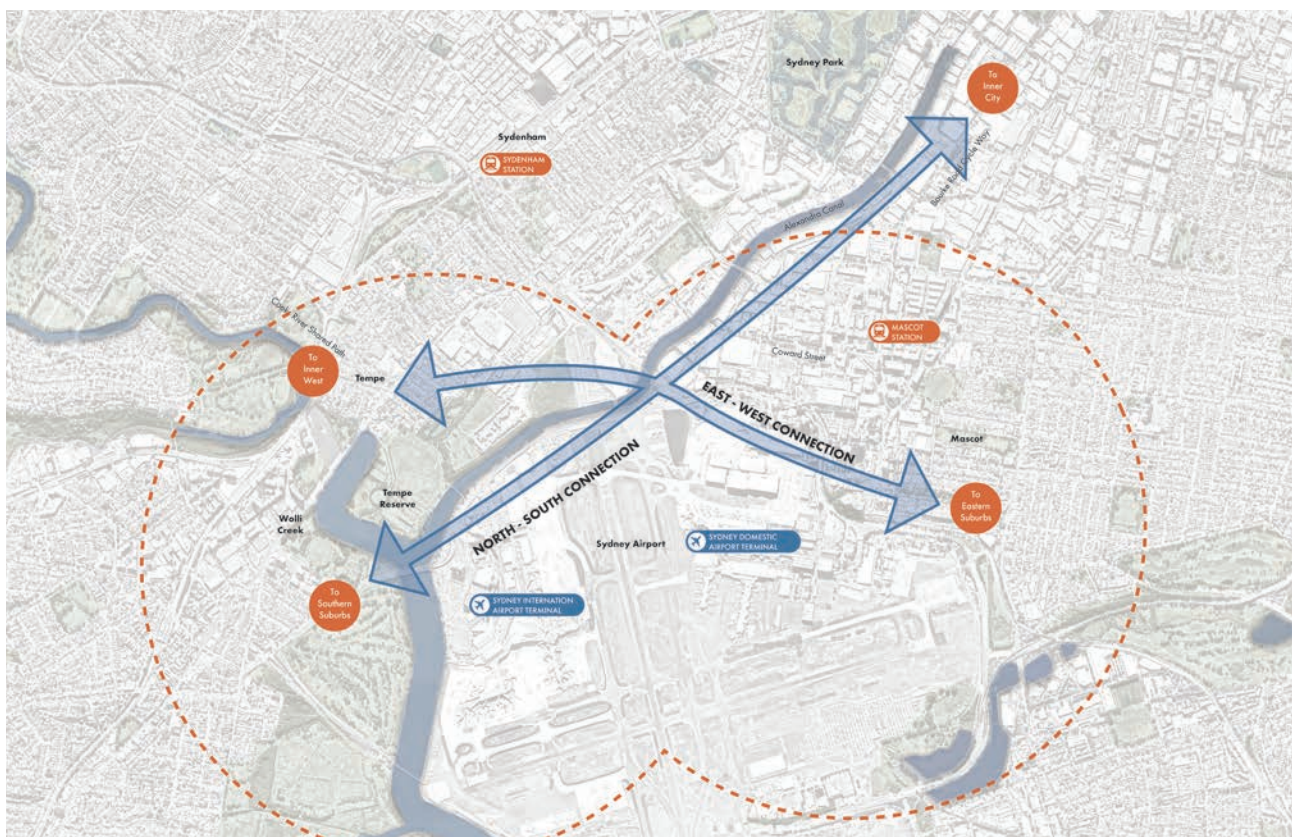


Figure 4: Project site boundary - the focus of this study is on areas within 1.5km radius of the airport terminals

1.4 REPORT OVERVIEW

This report contains the Active Transport Strategy for the Sydney Gateway project and provides a response to the Commonwealth mitigation measure TT18. The following provides an overview of the strategy including a summary of each section.

1. Introduction

This section provides the background of this project, the Commonwealth conditions for approval of the Sydney Gateway project, and a report overview.

2. Objectives & method

Section 2 discusses the project objectives and provides an overview of the method.

3. Existing situation

Section 3 provides a review of the existing transport network and an overview of the proposed plan layout of the 'Sydney Gateway project, Environmental Impact Statement Preliminary Draft Major Development Plan'. (November 2019).

4. Stakeholder engagement

Section 4 provides an overview of the public submissions made in response to the project and the stakeholder engagement undertaken as part of the method.

5. Proposed ATN links

Section 5 outlines the proposed initiatives as part of the Sydney Gateway project.

6. Summary and conclusion

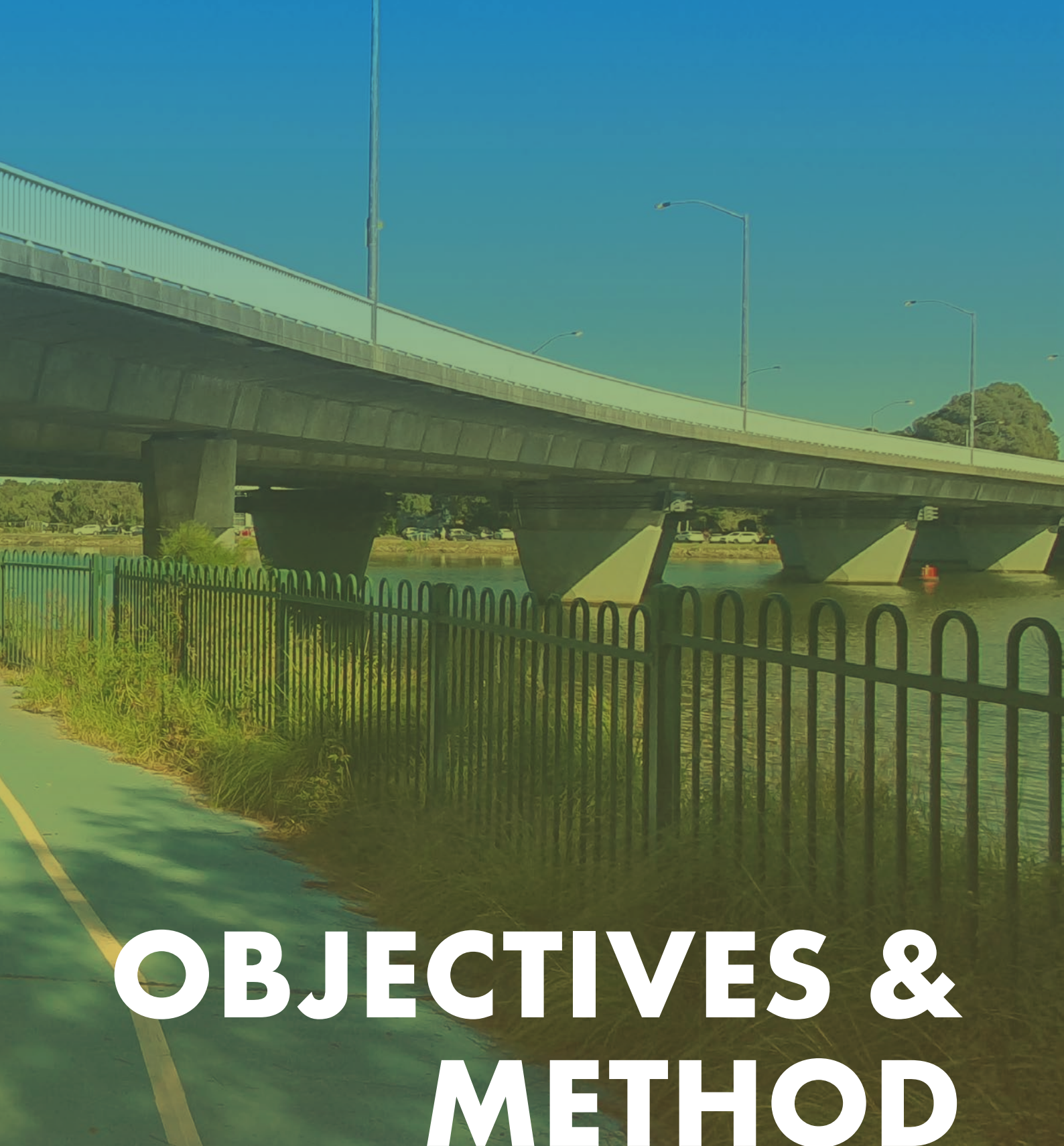
Section 6 presents a synthesis of the strategy and recommendations for future active transport networks.



Figure 5: New shared path (north of Alexandra Canal)







OBJECTIVES & METHOD

2.1 OBJECTIVES AND METHOD

The development of the Sydney Gateway active transport strategy has been undertaken in collaboration with Transport for NSW and Sydney Airport and in consultation with key stakeholders. The active transport strategy identifies the preferred network and connectivity.

Objectives

Inner Sydney has seen significant growth in active transport trips over the past 10 years. This growth has occurred due to a combination of additional infrastructure, changing inner Sydney demographics, and in-fill development in the region including Mascot, Wolli Creek, Green Square, Victoria Park, Marrickville, St Peters and Erskineville.

A significant barrier to increased active transport is the lack of a connected network of a suitable quality.

The Sydney Gateway ATN Strategy has been developed with the following primary objectives:

- Provide a coordinated active transport strategy in the vicinity of Sydney Airport
 - Provide active transport connectivity between existing and proposed town centres and existing ATNs for local communities that enhances accessibility opportunities in the vicinity of Sydney Airport
 - Identifying the demand for regional and strategic routes and their respective priorities
 - Provide a strategy that identifies preferred delivery mechanisms for the active transport strategy
- The following outlines the overall objectives of the active transport strategy:
- Provide a range of travel choices and reduced travel times for local trips by pedestrians and cyclists
 - Reduce congestion on local roads by providing infrastructure that encourages a modal shift towards active transport modes, such as walking and cycling.
 - Provide active transport links to public transport, to enable active transport to be combined with public transport for longer trips
 - Facilitate regional connections to major destinations (including the city centre, Domestic Terminals and International Terminal, key town centres and transport hubs including Mascot, Wolli Creek and Sydenham and existing high use active transport links including Cooks River shared path, Bourke St cycleway and Alexandra Canal shared path
 - Consider a connected open space network which is a valued part of Sydney's 'Green Grid' open space network for recreational travel (including key destinations such as Sydney Park, Cooks River foreshore, and Botany Bay foreshore)
 - Undertake consultation with key stakeholders to generate route options which are well supported by user groups.

Method

The method and process to undertake the strategy is shown in Figure 6.

The method has included 2 stakeholder workshops as part of the Sydney Airport Active Transport Forum (Steps 2 & 5 in Figure 6). These workshops have been a key part of the development of the strategy. They were attended by:

- Transport for NSW
- Sydney Airport Corporation (SYD)
- Bicycle NSW

- Inner West Council
- Bayside Council
- City of Sydney Council
- SSROC
- Local Bicycle User Groups (BikeMarrickville and BikEast)

Following the initial workshop, a number of options (Step 4 in Figure 6) were presented and then subsequently discussed with the stakeholders. This iterative process eventually provided preferred options (6) for the Active Transport Strategy, including recommendations for delivery (7).

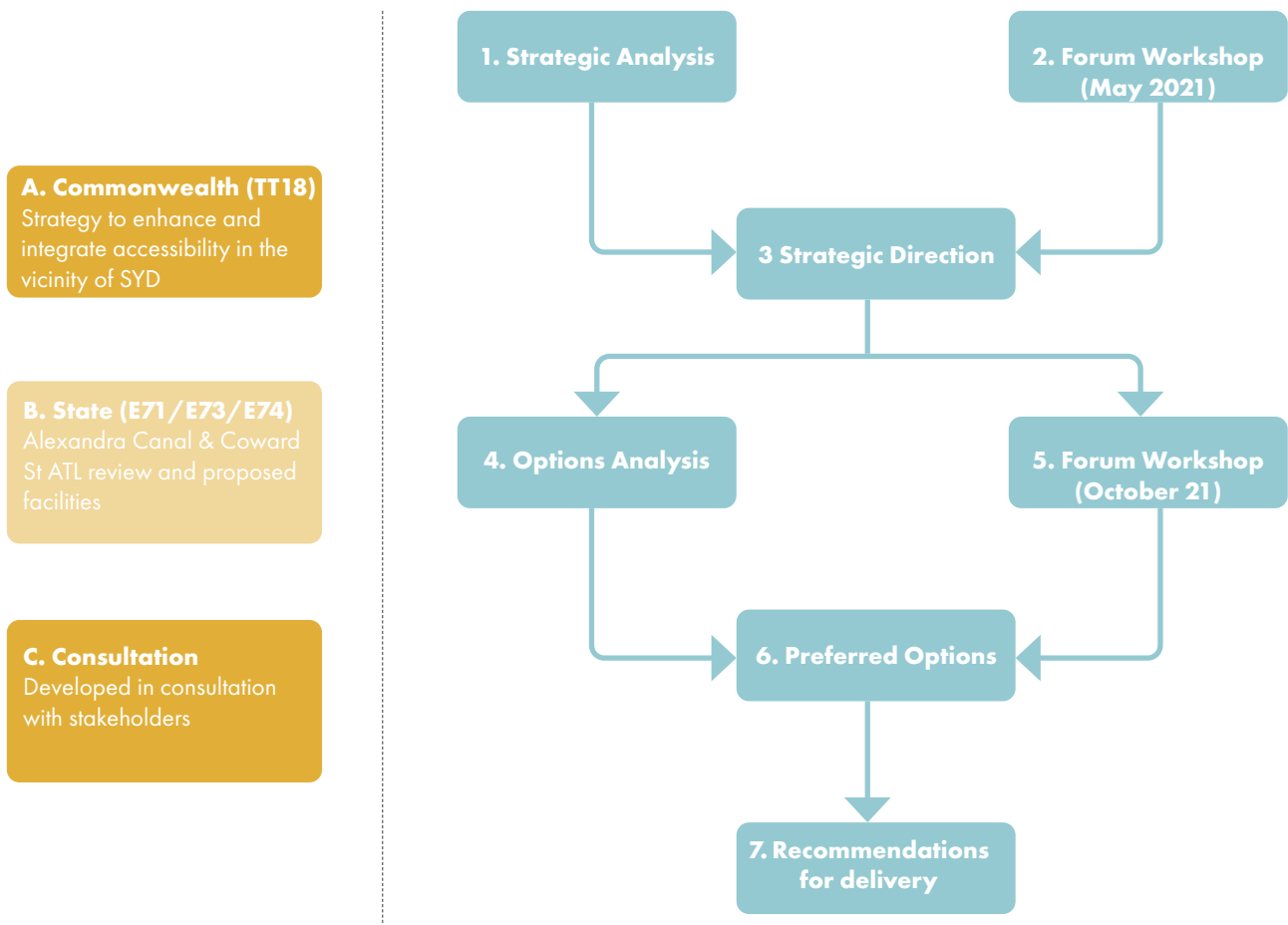


Figure 6: Process overview

2.2 DOCUMENTS INFORMING THE STRATEGY

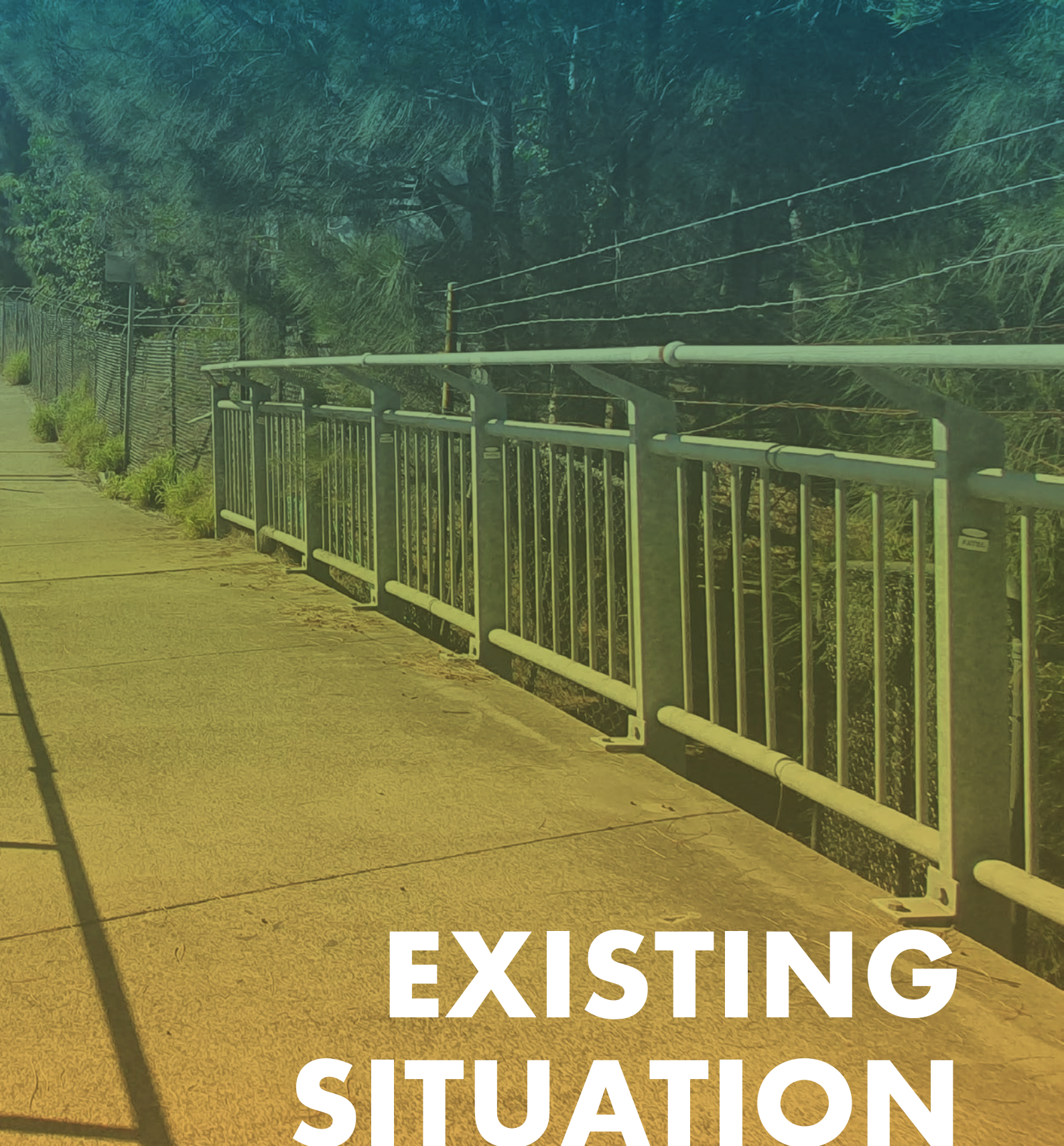
The following documents were used to inform and develop the Sydney Gateway ATN Strategy

- **The Sydney Gateway project (2019):** As part of the Sydney Gateway project an active transport link has been developed linking Domestic Terminals and International Terminal.
- **Sydney Gateway Road project, EIS Preliminary Major Development Plan, Transport for NSW (2019).** This document outlines the initial design plans and the Environmental Impact Statement for the Sydney Gateway project
- **Sydney Gateway project, Response to submissions, Transport for NSW and Sydney Airport (2020)** provides an overview and response to all submissions that were made following the EIS Preliminary Major Development Plan.
- **Strategic Cycleway Corridor for the Eastern Harbour City, Transport for NSW (2022):** This document identifies 30 strategic cycleway corridors including links to the Airport
- **Sydney’s Cycling Future, NSW Government (2013):** This document identified Sydney Airport Links as one of the 5 key priorities in the Inner Sydney region and identified that half of the 12,000 workers at Sydney Airport live within 5km of the airport
- **Sydney Airport Masterplan 2039 (2019):** The Masterplan identifies future development of the airport lands and identifies improvements for access by pedestrians and cyclists and is investigating inter-terminal and sub-regional links with local councils and Transport for NSW
- **Inner Sydney Regional Bicycle Network (2010):** Which planned a regional network within a 10km radius of the CBD and included more than 280km of proposed strategic bicycle network. This network included links to the airport and immediately to the south and north of the airport
- **Bayside Council’s draft Strategic Network Map (2021).** This draft document outlines Bayside Council’s proposed strategic routes in the Airport precinct within Bayside local government area (LGA)
- **Marrickville Council Bicycle Strategy (2007):** Marrickville Council’s (now Inner West Council) Bike plan identifies a number of routes, including local and regional, to the west of the Sydney Gateway project including a regional route along the western bank of Alexandra Canal
- **Inner West Council Local Route 7 Option Assessment and Concept Design:** This study developed concept designs for Local Route 7 which runs immediately west of the Sydney Gateway project along quiet local residential streets from the Cooks River in the south to Sydenham in the north through St Peters
- **City of Sydney Cycle Strategy and Action 2018-2030 Plan (2018):** This plan identifies a number of routes immediately to the north of the Sydney Gateway project including the Alexandra Canal Shared Path and Bourke St separated cycleway
- **City of Sydney Living Green Network (2011):** This document identified key pedestrian walking routes and quality of existing pedestrian routes throughout the city including to the north of the Domestic Terminals
- **Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads, 2017).** This report provides detailed information on requirements and guidelines for active transport networks. This was used in the Audit to assess compliance and for developing alternative options for Coward Street
- **Cycleway Design Toolbox, Designing for cycling and micromobility, Transport for NSW (2020).** This document provides details on design recommendations and requirements for cycleways
- **AS1428.1-2009 Design for access and mobility.** The Australian Standards provide the requirements for shared paths. This was used in the Audit to assess compliance and for developing alternative options for Coward Street.



Figure 7: O'Riordan St shared path





EXISTING SITUATION

3.1 CONTEXT

The existing active transport network in the vicinity of Sydney Airport has undergone significant development over the past 10-15 years through improvements undertaken by Transport for NSW, Sydney Airport, and local councils. However, there remains significant network gaps.

In the past 15 years the general focus of active transport infrastructure has been improving active transport links to the Sydney CBD and in high use recreational routes such as the Cooks River shared path. These projects have made a significant addition to the network and there are further opportunities to provide connections for commuting trips, recreation trips and to support areas undergoing development such as Mascot, Discovery Point, Green Square and Sydney Airport.

The Sydney Gateway project is also in an area of significant re-development and urban regeneration. This regeneration is being delivered in the form of high density corridors such as Mascot and Green Square. The high density development encourages walking and cycling for local trips. The existing trip generators at the local and regional level, the new development corridors and the active transport network are discussed further in this section to provide an understanding of the existing active transport network and the future demands on this network.



Figure 8: New development at Discovery Point, Wolli Creek

3.2 TRIP GENERATORS AND URBAN DEVELOPMENT

Substantial urban redevelopment has occurred in the vicinity of Sydney Airport. This development will continue over the next 10 to 15 year period.

Figure 9 shows the future urban re-development in the vicinity of Sydney Airport. The major re-development areas include:

- Mascot Station Precinct - 4,500 new dwellings
 - Wolli Creek - 8,000 new dwellings
 - Princes Highway Corridor including Banksia and Arncliffe - 4,100 new dwellings
 - Ashmore Estate (Erskineville) - 1,400 new dwellings
 - Green Square - 30,000 new dwellings
 - Cooks Cove - 5,000 new dwellings
- Sydenham to Bankstown Corridor (Sydenham and Marrickville) - 6,000 new dwellings
 - Victoria Rd Precinct Marrickville - 1,100 dwellings
 - Carrington Rd Precinct, Marrickville – potential for up to 2,600 dwellings

This development is forecast to add approximately 60,000 new dwellings and more than 120,000 residents. This new population will be within 5km of Sydney Gateway. Adopting a current typical modal share of 2 to 5% of trips undertaken by walking and cycling, this would add a potential user population of 3,000 users per day of the local active transport network.

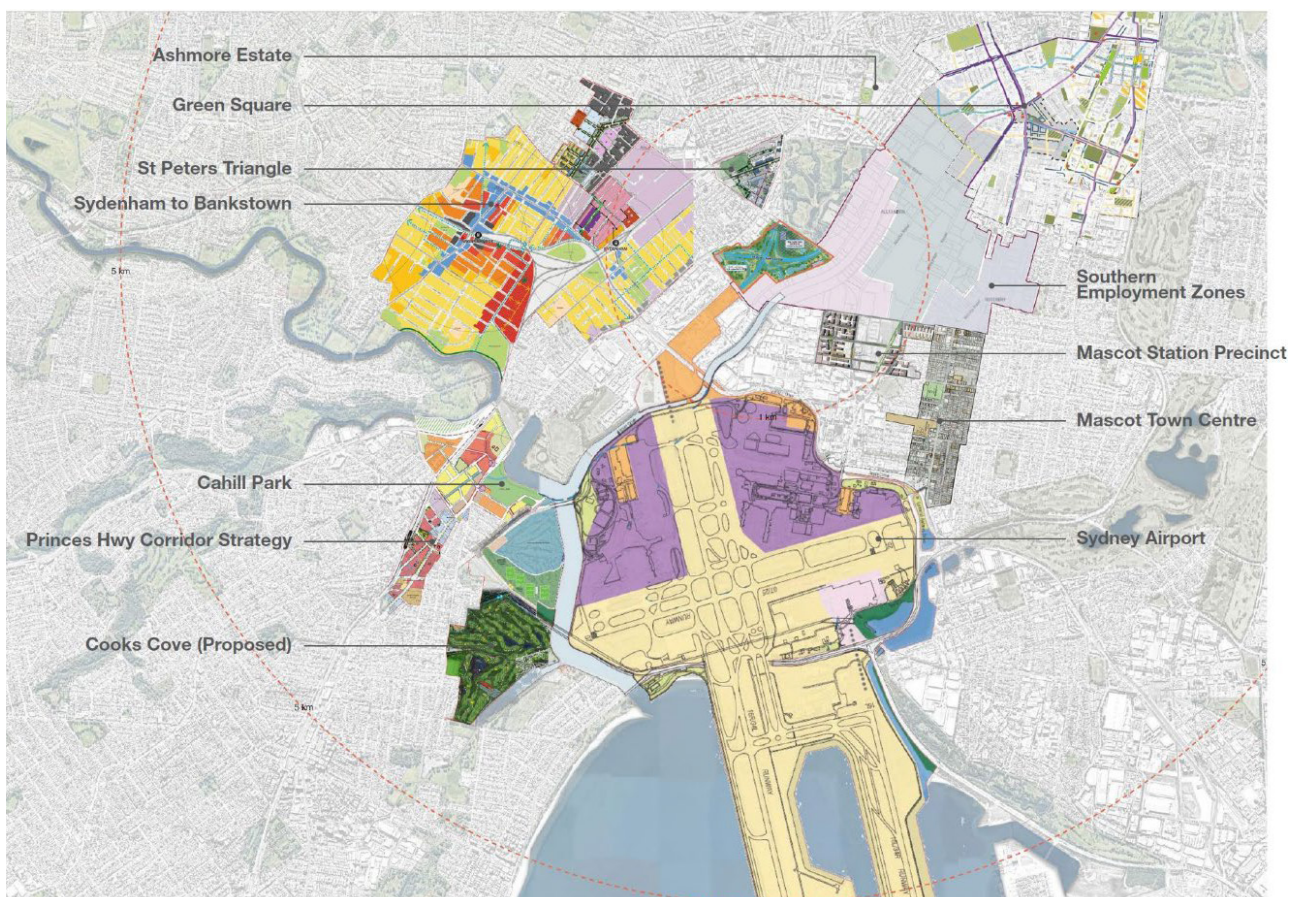


Figure 9: Major development precincts in a 5km radius of the Sydney Gateway corridor

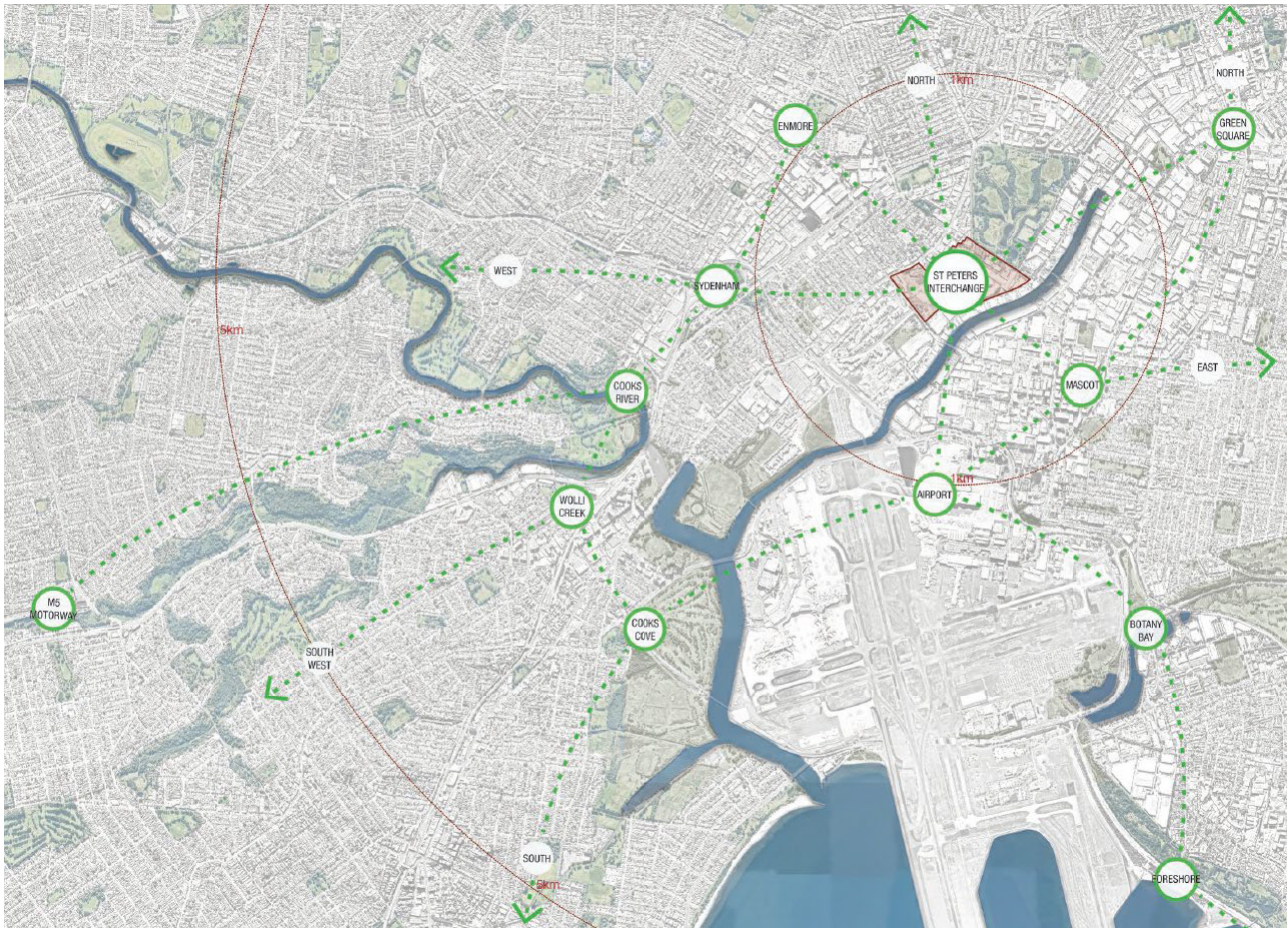


Figure 10: Key trip generators in vicinity of Sydney Gateway project

Key trip generators have been assessed and are shown in Figure 10. The trip generators include high density residential precincts, employment and education precincts, retail precincts as well as key recreational paths and open space.

Sydney Airport has assessed that, of the approximate 30,000 staff who worked at the airport prior to Covid-19 outbreaks, approximately half are within 5km of the airport and approximately 500 staff walk or cycle to the airport (approximately 2% of staff).

Existing high density residential precincts located immediately north, south and east of the project, which would be potential users of the ATIs, include:

- Mascot Station precinct
- Wolli Creek precinct
- Green Square precinct
- Princes Highway Corridor precinct
- Marrickville town centre

Employment zones in close proximity to Sydney Gateway include:

- Sydney Airport
- Southern Sydney Employment Lands
- Sydney University and RPA Hospital
- UNSW
- Prince of Wales Hospital
- Sydney CBD

There are a number of regional recreational paths and open space corridors that are well used by a broad section of the community particularly on weekends and which also generate trips for an active transport network. These include the:

- Cooks River shared path
- Sydney Park including Sydney Park Cycling Centre and children’s bike track
- Botany Bay foreshore shared path
- Greenway (currently under construction).

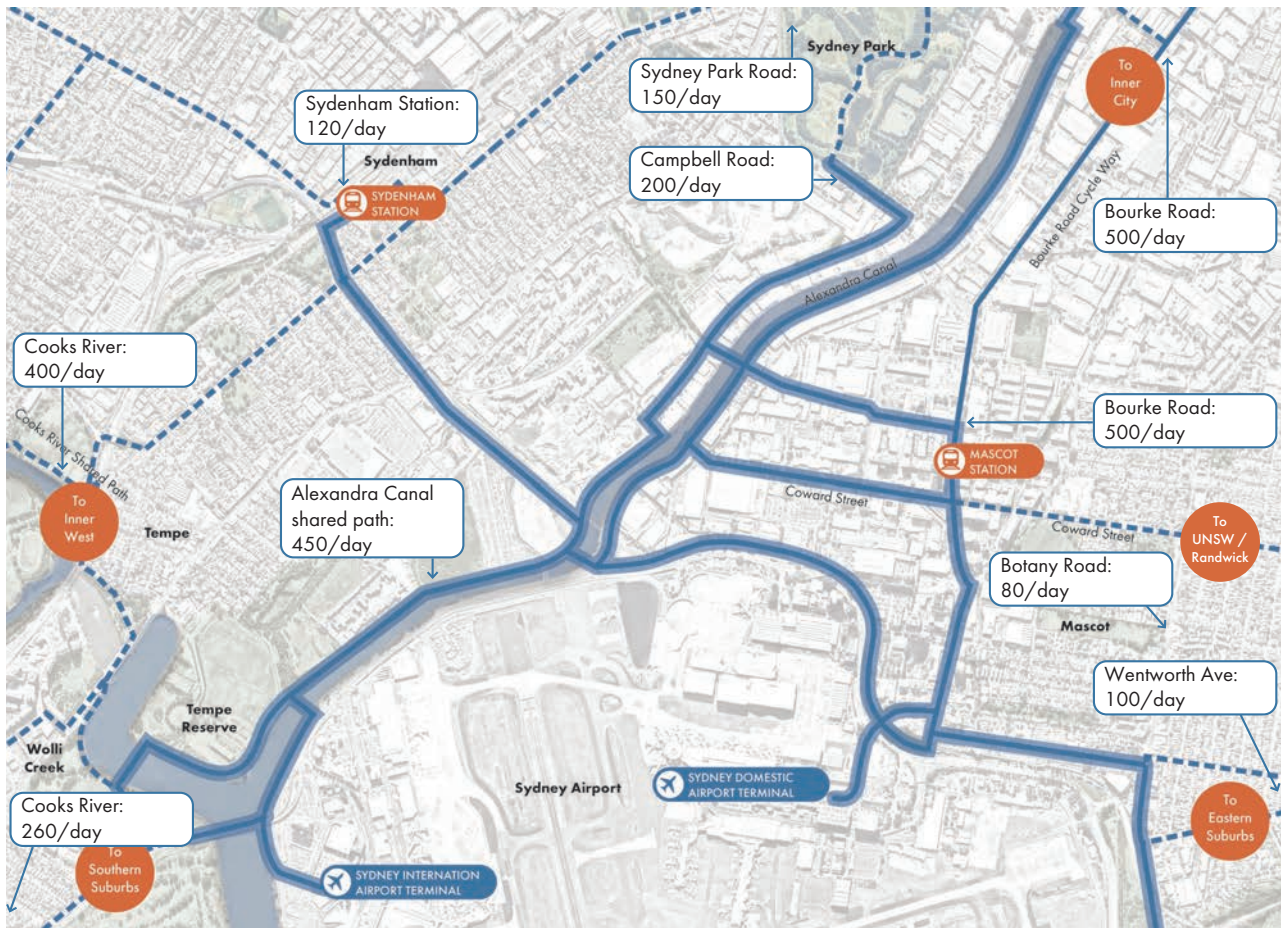


Figure 11: Cyclist routes as using Strava data

Active transport trip data

Usage data on existing active transport links has been assessed. Available data includes data that is pre-Covid from 2019 and 2020 and includes data from counters as well as data from specific annual bicycle count days (e.g. Super Tuesday) :

- Counts from 2019 indicate that the Alexandra Canal carries around 450 cyclists per day and 100 pedestrians per day and about 100 movements during peak hours
- Bourke Rd cycleway at Maddox St typically 500 trips per day in 2019
- Cooks River at Cahill Park approximately 260 cyclists per day
- Botany Road in Mascot approximately 80 cyclists per day
- At Kendrick Park on ‘Super Sunday’ in 2017 indicating recreational riders, 503 cyclists and 207 pedestrians were counted at Kendrick Park
- At Sydenham Station approximately 120 cyclists per day
- Campbell Road separated cycle path recently constructed as part of the St Peters Interchange works approximately 200 cyclists per day
- At Princes Highway at Brodie St Wolli Creek approximately 137 cycle trips were counted as passing through the intersection in 2012 as part of a study on traffic in the Wolli Creek precinct

There is also data available from applications which record and map users riders such as Strava and RiderLog (Bicycle Network). This data is typically less representative of the diversity of cycle trips compared to traditional count data. Trip data relies on users to voluntarily download an app and to use the app to record their trip. This data however can provide useful insights into trip behaviour including destinations and route selection. This data provides an insight into the following about cyclists’ current route selection:

- Trips from the south are ‘funnelled’ through the Princes Highway and Marsh St bridges’ and the Princes Highway bridge in particular for trips to and from the south-west
- Trips from the south use both the Marsh St/Cahill Park/Princes Highway route and Marsh St bridge
- Trips from the south are then continuing north with a significant number of trips travelling through Tempe Reserve/Alexandra Canal Shared Path/Coward St
- Travelling north Bourke Rd cycleway is a significant route for cyclists travelling to the CBD and inner city
- Cooks River shared path is a significant route travelling east west
- Princes Highway and Carrington Rd/Victoria Rd are used to travel north
- There is a clear route along Coward St and Gardners Rd travelling east to UNSW/Prince of Wales/etc.

3.3 ACTIVE TRANSPORT NETWORK PLANNING

Eastern Harbour City Strategic Cycleway Corridors

Transport for NSW released in April 2022 the Strategic Cycleway Corridors blueprint for the Eastern Harbour City. Figure 12 shows the strategic cycle corridor. The strategy provides a blueprint for an integrated network for the Eastern Harbour City including connections to Sydney Airport and surrounds.

The relevant corridors to Sydney Airport include

- to Eastlakes, Eastgardens and Randwick (east)
- to Green Square and the CBD (north)
- to Sydenham and Marrickville (west)
- to Tempe and Wolli Creek (south)

The primary focus is to provide safe cycleways for people of all ages and abilities and better connect centres, precincts, and places.

This program identifies how each corridor should be prioritised. Five of the cycling corridors have been flagged by Transport for NSW as 'immediate opportunities' that will fill important gaps in the network and thus will be prioritised. These comprise the following bike connections:

- Sydney Airport and Sydney Park
- Newtown and Green Square
- Bay Run and future Rozelle parklands
- Milsons Point, North Sydney and St Leonards
- St Leonards and Artarmon

30 strategic cycleway corridors have been identified with approximately 250 km of identified network. The corridors will connect key centres and major points of interest. Routes require further design and collaboration with councils and the community.



Figure 12: Eastern Harbour City Strategic Cycleway Corridor

Inner Sydney Regional Bicycle Network

The Inner Sydney Regional Bicycle Network (ISRBN) was developed in 2010 by 15 local government organisations. The ISRBN consists of proposed routes for a 10km radius from the Sydney CBD. The ISRBN proposes 284 kilometres of bicycle network, including 160 kms of separated cycleways and 70 kilometres of shared paths. The ISRBN has been refined on a number of occasions since its original development.

Key objectives of the ISRBN include developing a network with a scale able to provide a high quality network and providing a coordinated network across Council boundaries.

The ISRBN is shown in Figure 13. Routes within or in close proximity to Sydney Airport include:

- Alexandra Canal shared path
- Qantas Drive and connection to the Domestic Terminals
- Connection to the International Terminal
- Coward St Mascot link.

The ISRBN shows that there are currently gaps, at the regional level in the bicycle network in the following locations:

- North – South connection from the end of the Alexandra Canal shared path at Coward St to Bourke Rd separated cycle path
- East-West connections along Coward St and Qantas Drive to the eastern suburbs and south-eastern Sydney
- East-West connectivity gaps to Sydenham station
- North-south connection from Tempe/Wolli Creek to the city

Figure 13 also shows the proposed Inner West Council Local Route 7. This is a route using local streets with low traffic volumes through St Peters and Tempe. Planning for this route also investigated Unwins Bridge Rd as a route option, however Unwins Bridge Rd was not considered the preferred route due to the lack of available space and traffic volumes.

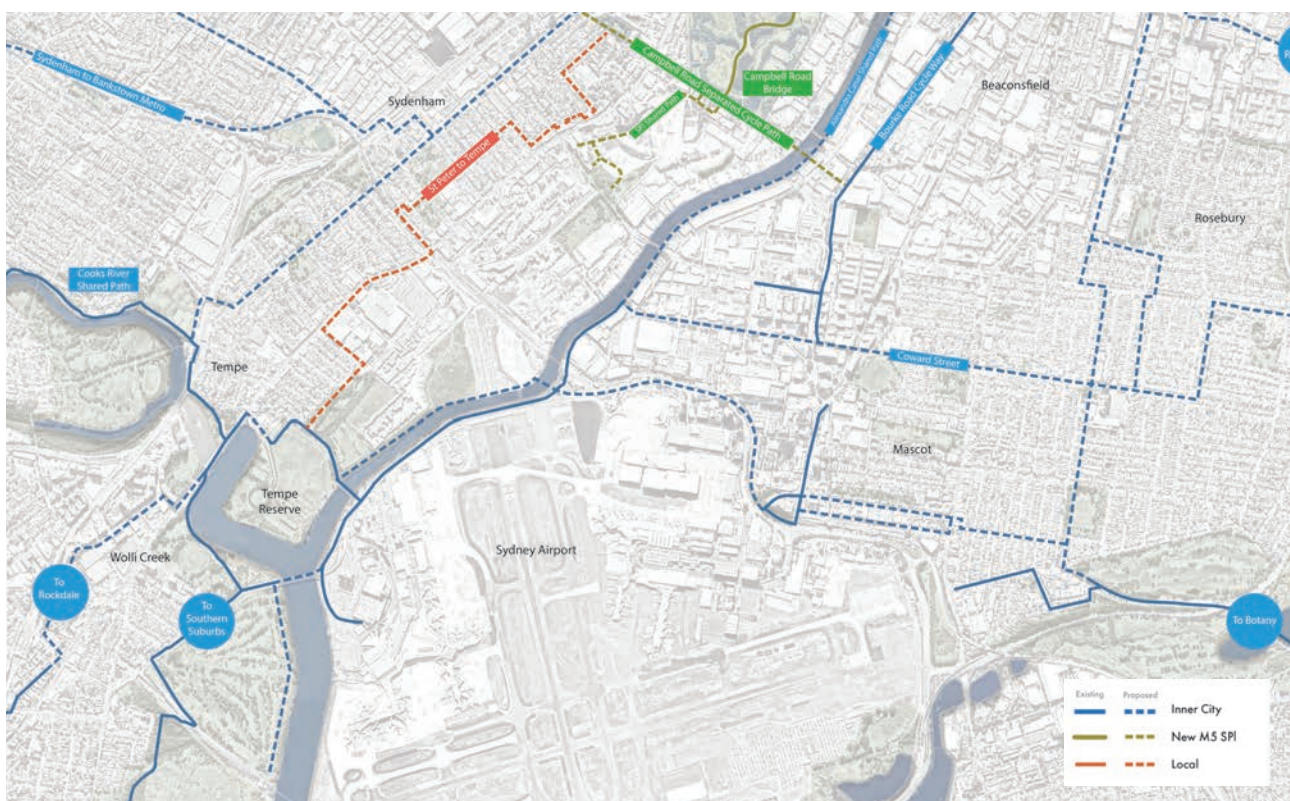


Figure 13: ISRBN combined with Council Regional and Local Routes in vicinity of Sydney Airport

Council bike networks

In addition to the ISRBN, Councils including Bayside, the former Marrickville Council, and the City of Sydney have developed cycle network strategies for their LGAs. Bayside’s cycle network is still currently in draft form. The bicycle networks have been collated for the three Councils and are shown in Figure 14.

These strategies identify a number of regional routes and local routes which supplement and support the ISRBN. In some cases the ISRBN and Council Regional Routes are the same. In some cases the ISRBN has further refined Council’s regional routes. Council’s cycle networks include additional local routes, particularly within the Bayside Council area.

The key objectives of the City of Sydney’s Cycle Strategy and Action Plan are:

- Creating a comfortable and bicycle friendly environment
- Encouraging more residents and workers to cycle
- Improving cycling safety and promoting the benefits of cycling
- Increasing the number of trips made by bicycle.

The key objectives of the former Marrickville Council’s Bicycle Strategy is to develop:

- A coherent bicycle network plan
- Bicycle parking plan
- Better integration with public transport
- Bicycle friendly streets and neighbourhoods.

The City of Sydney has also developed a Liveable Green Network which includes a pedestrian network in addition to the cycle network. The routes in the network are designed to encourage walking to local destinations and include footpath widening, lower speed limits and improved crossings as well as facilities such as seating and bubblers.

Similarly to the ISRBN the Council cycle network shows an existing connectivity gap in both the north-south and east west directions in the vicinity of Sydney Airport.

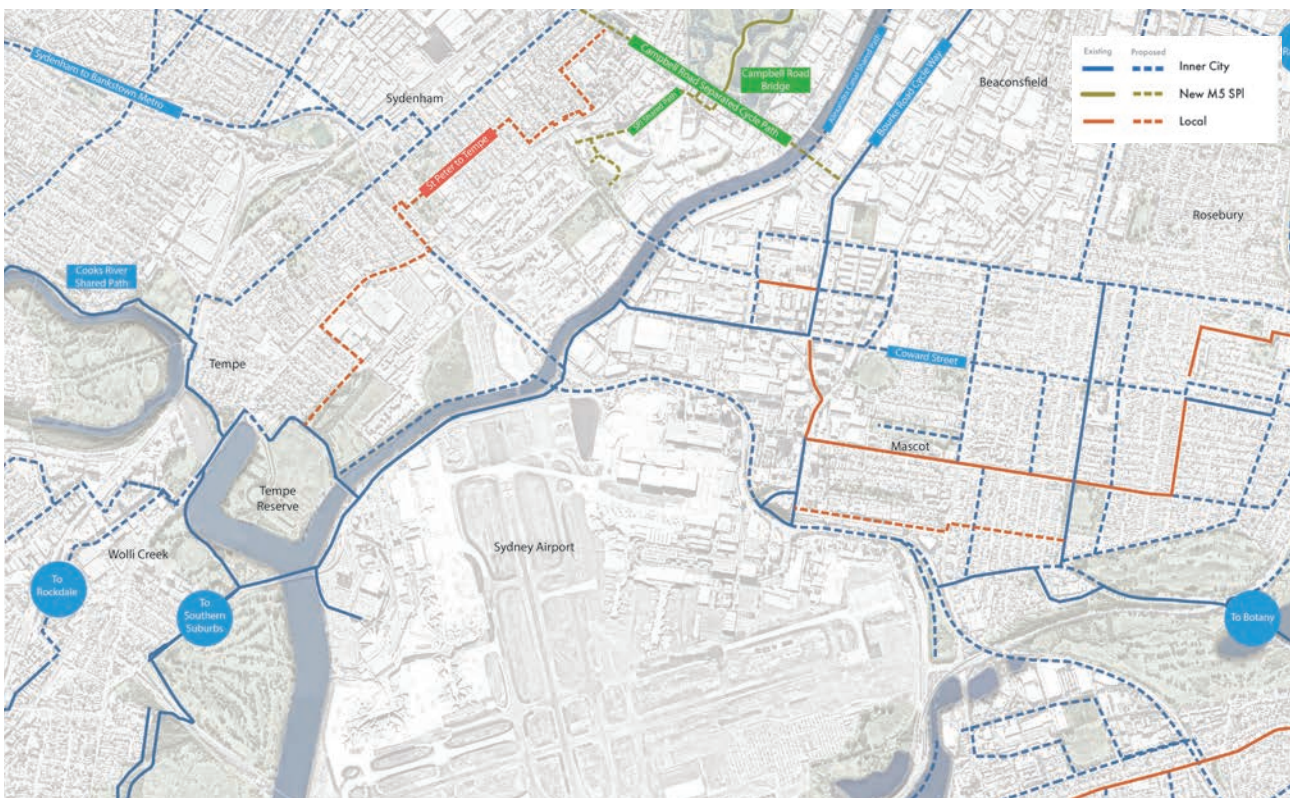


Figure 14: ISRBN combined with Council Regional and Local Routes in vicinity of Sydney Airport



Figure 15: Coward St Mascot

3.4 SYDNEY GATEWAY PROJECT

An overview of Sydney Gateway is shown in Figure 14 from the Place Design Landscape Plan (PDLP). This figure shows the proposed active transport link which is part of Sydney Gateway. The active transport network upgrades includes the relocation and upgrade of the existing Alexandra Canal shared path to the western side of the Canal, a new shared pedestrian and cycle bridge over the Canal and an extension of the Canal shared path to the Domestic Terminals. These works provide a new off-road connection between the Sydney Airport Domestic Terminals and International Terminal.

Shared path design

The ATL links into the existing Alexandra Canal shared path at its northern and southern extents.

At the southern extent the ATL uses the existing bridge to Tempe Reserve to cross the Canal. This bridge links the new shared path along the western side of the Canal to the existing shared path and International Terminal shared path on the eastern side of the Canal.

At its northern extent the ATL links into the existing shared path after passing under the Gateway Bridge over Alexandra Canal and connecting to Qantas Drive.

Along Qantas Drive the ATL is located on the southern side in a shared utilities corridor and adjacent to the boundary fence of Sydney Airport. The shared path links to the existing Seventh Street shared path to provide access to Domestic Terminals. It also links to the existing Robey St shared path constructed as part of the Airport North enabling works.

The shared path includes a number of underpasses including the Nigel Love Bridge along the central western side of the Canal and the bridge connecting to Qantas Drive at the northern extent on the eastern side of the Canal. At these underpasses Crime Prevention Through Environmental Design (CPTED) has been an important part of the design process. The underpass designs also include an indigenous inspired interpretive strategy to provide for an enhanced user experience of the underpasses and helps improve safety.

ATL Rest Areas

The design for the Sydney Gateway active transport network also includes two new rest areas on either side of the new pedestrian and cycle bridge. These are located either side of the Canal at the northern extents of the works along the Canal. These new rest areas make use of residual lands in the Gateway project.

The rest areas will provide a range of facilities including picnic shelter, drinking water fountain, signage and seating. The rest areas also provide opportunities for educational signage and interpretation of the cultural heritage of the area as well as the Airport and its runways and provides opportunities for plane spotting.

ATL interpretive elements

The new ATL provides a number of interpretive elements along the new route to tell stories about the indigenous cultural history of the area including the use of the waterways for fishing and transport.

As the ATL travels along the Canal the elements include interpretation of the Canal and its history.

The ATL also provides opportunities for interpretation of the history of transport infrastructure including rail, road and airport.

The interpretation strategy includes elements along retaining walls, the underpass, the path itself as well as signage at the rest areas.



Figure 16: Project overview showing the ATL linking International Terminal and Domestic Terminals and an artist impression (top)





STAKEHOLDER ENGAGEMENT

4.1 CONSULTATION

This strategy recognises that significant consultation and feedback has been provided by local government and bicycle user groups as part of the planning process.

Previous consultation

Community consultation and stakeholder engagement for the Sydney Gateway project began in September 2018. The community, local stakeholders and government agencies were engaged through briefings and face-to-face meetings.

Feedback and comments from the community and stakeholders were grouped into seven key themes. Active transport (38%) and environment (18%) were raised most frequently, as illustrated in Figure 15.

Key periods of consultation and feedback were:

- Preliminary design and project announcement (September/October 2018)
- Concept design display (May/June 2019)
- Submission in response to the 'Sydney Gateway project,

Environmental Impact Statement Preliminary Draft Major Development Plan'. (November 2019).

Submissions were made by the public, community and related organisations and public authorities in response to the draft EIS report. A total of 90 submissions were made, divided as follows per group:

- Community: 57 submissions
- Organisations: 20 submissions
- Public Authorities: 13 submissions.

About 77 per cent of the community and 42 per cent of key stakeholders respectively raised concerns in relation to active transport during the Commonwealth Major Development Plan consultation process. (Response to submission report, Transport for NSW, Sydney Airport, 2020).

The following sections summarise the key responses in relation to Active Transport raised in the submissions.

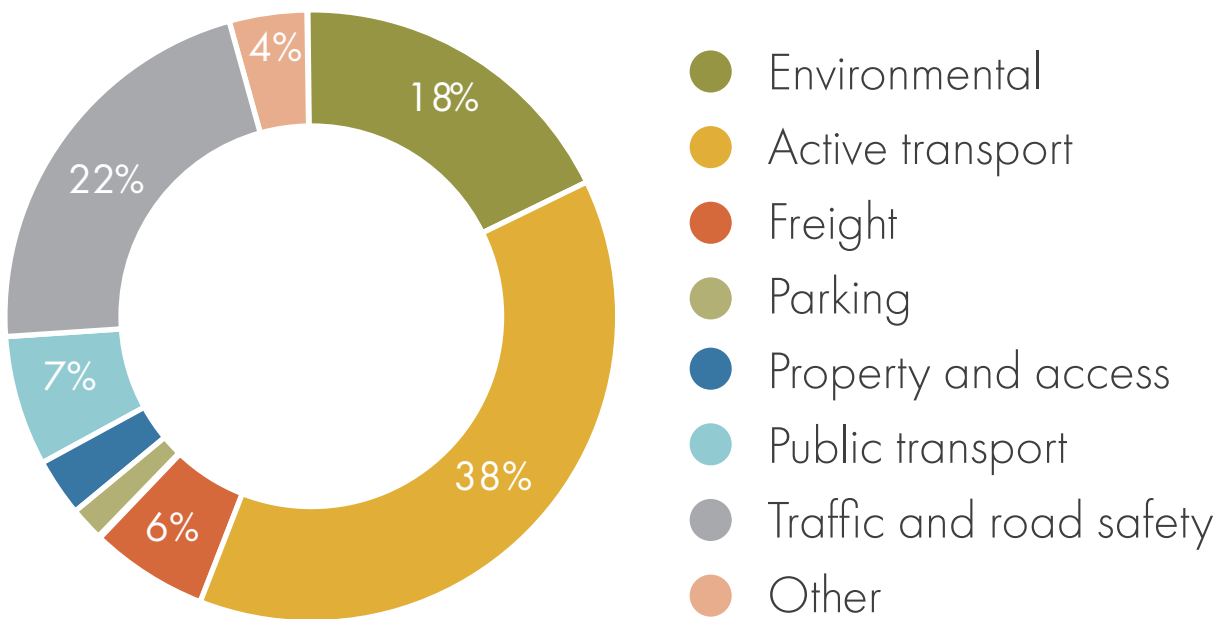


Figure 17: Community feedback about the project (Sydney Gateway Road Project, EIS Preliminary Draft Major Development Plan, 2019)

4.2 PUBLIC AUTHORITY SUBMISSIONS

The following outlines recommendations provided by local government and bicycle user groups for an ATN strategy associated with Sydney Gateway.

City of Sydney

The City of Sydney provided the following comments in relation to active transport.

- Deliver an active transport network that provides safe, legible and attractive connections to the airport. This provides more sustainable travel choices and helps to discourage private vehicle trips to the airport
- NSW Government should make a commitment to reallocate street space to active transport in the Mascot area when Sydney Gateway is complete, so that the NSW Government can deliver on its active transport and place based policies and strategies.

The City of Sydney provided feedback on key connections that the ATN should provide:

- A cycling connection between the St Peters interchange and the Alexandra Canal cycleway
- A direct, rideable crossing of the Cooks River connecting the South and Sydney City Centre (Giovanni Brunetti bridge or equivalent)
- Direct connections between the Alexandra Canal Cycleway and the T2 and T3 airport terminals as well as beyond the Bayside Council cycleway network
- A direct cycleway connection between Coward St and Sydenham station
- Safe cycling and walking connections during the construction and operation of the Sydney Gateway.

Bayside Council

Bayside Council provided a number of recommendations that should be considered for the Sydney Gateway project including:

- Provisions of safe cycling and walking connections, particularly to Mascot Station
- plans for high-quality, separated walking paths and cycleways that connect to surrounding communities and local centres.

Inner West Council

Inner West Council (IWC) considers it essential that the project include a comprehensive active transport network providing connectivity both through the area and to associated facilities. IWC outlined a number of active transport enhancements that the project should include:

- An active transport link along the northern alignment of Alexandra Canal
- Connection between the St Peters Interchange and the Alexandra Canal Cycleway. These links would ultimately provide access to both Sydney Park and the City of Sydney's bicycle network
- A direct crossing of Cooks River to the south of the project site. This could be achieved via re-allocation of road space on the Giovanni Brunetti bridge or by constructing a parallel cycle bridge (or new link) to enable connections to cycleways in the south and east
- Direct connections from the Alexandra Canal Cycleway to Sydney Airport Terminals T1, T2, T3 and beyond to the Bayside Council and City of Sydney cycleway networks
- A direct east-west connection between Coward St, Mascot and Sydenham/Tempe Stations
- Cycleways and paths to provide access from Tempe and Sydney Airport to any new facilities created by the project.

Sutherland Shire Council

Sutherland Shire Council recommended that for the purpose of greater clarity future links to the existing local and regional network be mapped in more detail to better understand the connectivity and the broader project impact and infrastructure requirements and priorities.

4.3 COMMUNITY SUBMISSIONS

Bicycle NSW

Bicycle NSW stated that the project needs to deliver improved connectivity to local destinations in order to enable more community members and airport staff to use active transport. The recommended routes included:

- A north-south link through Tempe Reserve, Alexandra Canal to Sydney Park
- Extending the east-west Mill Pond to Sydenham Station
- Connecting the Alexandra Canal shared path to Domestic Terminals link from the West
- Linking Wentworth Avenue to Domestic Terminals
- Improving the Cooks River crossing from Cahill Park to Tempe Reserve (Giovanni Brunetti bridge alternate)
- Alexandra Canal to Mascot link via Coward and Ricketty Streets.

Bicycle NSW also recommended maximising cycling and active transport amenity.

Bike Leichhardt

In Bike Leichhardt's submission, they recommended a number of ATN improvements including:

- North-south from Sydney Park to Wolli Creek, including a crossing of Cooks River and to Marsh St and the Botany Bay cycle route (upgrade of the Brunetti Bridge)
- East-west from Sydenham (upcoming Metro station) to Wentworth Ave / Botany
- Improved connection to the Mascot centre precinct.
- To Sydney Airport Terminals and between terminals.

Bike Marrickville

Bike Marrickville recognised the project as a rare opportunity to provide a separated cycle path into the Domestic Terminals. Bike Marrickville's key proposals for improvement are:

- Include separated cycleways to the Domestic Terminals from the Alexandra Canal Cycleway
- Provide a link to the Eastern Suburbs.

BikEast

BikEast identified the following key issues with the ATN:

- Missing walking and cycling integration to surrounding ATN, in particular from surrounding local areas to Sydney

Airport, a major destination and employment centre for the local community.

- Access during construction: the conditions of consent must be phrased to provide specific commitment that active travel access routes during construction must be safe, direct, convenient and consistent in travel time and distance with the existing routes.

WalkSydney

WalkSydney, a community group advocating for walking and pedestrian facilities, recommended the following improvements:

- Provide a six meter wide shared path along the canal, with physical separation between cyclists and pedestrians, to cater for future growth in active transport
- Pedestrian crossings must be provided on all approaches of all proposed signalised intersections
- Closure of the canal path is unacceptable during construction
- Construction works should not increase walking and cycling distances and time. Temporary walking and cycling routes should provide direct routes and should not add significant travel time.

Individual submissions

Many submissions were made recommending improved and safe active transport to the Domestic Terminals, as it is a major destination and employment centre for the local community. The following connections were highlighted:

- Alexandra Canal to Domestic Terminals
- Mascot to Domestic Terminals
- International Terminal to Domestic Terminals
- Eastern Suburbs to Domestic Terminals

The following regional connections were mentioned as ATN to be improved as part of the Sydney Gateway project:

- Eastern Suburbs connection
- Southern Suburbs connection
- Inner-West connection
- Inner City (Bourke St cycleway) connection
- Improved crossing over the Cooks River at the International Terminal.

4.4 SUMMARY OF ATN SUBMISSIONS

Submissions on the ATN are summarised in the following diagram (Figure 18) together with the key active transport connections:

- 1 North - South link: Tempe Reserve to Sydney Park (City of Sydney, IWC, Bicycle NSW, Bike Leichhardt)
- 2 East - West link: Mill Pond to Sydenham (Bicycle NSW, Bike Leichhardt, IWC)
- 3 Alexandra Canal to Domestic Terminals link (City of Sydney, IWC, Bicycle NSW, Bike Marrickville, Bike Leichhardt)
- 4 Eastern Suburbs to Domestic Terminals link (City of Sydney, IWC, Bicycle NSW, Bike Marrickville, Bike Leichhardt,
- 5 Alternate Cooks River crossing from Cahill Park to Tempe Reserve (Bicycle NSW)
- 6 Alexandra Canal to Mascot link (Bayside Council, City of Sydney, Bicycle NSW)
- 7 Improved Domestic Terminals to Mascot link (Bayside Council, Bike Leichhardt, BikeEast)
- 8 Improved Giovanni Brunetti bridge crossing (City of Sydney, IWC, Bike Leichhardt)
- 9 Coward St - Sydenham link (City of Sydney, IWC)
- 10 Ensure access during construction (City of Sydney, BikeEast, WalkSydney, City of Sydney)



Figure 18: Overview of key proposed active transport connections following submissions

4.5 STAKEHOLDER CONSULTATION

As part of the development of this strategy stakeholder consultation has been undertaken through the Sydney Airport Active Transport Forum. Two workshops were held with a focus on the active transport strategy for Sydney Airport and Sydney Gateway.

Both forums were attended by Transport, Sydney Airport, local Councils (Bayside, Inner West and the City of Sydney), Bicycle NSW, BikEast, and BikeMarrickville.

May 2021 ATN Forum

At the forum in May 2021 the following information was provided and discussions held:

- An update and feedback on the proposed Active Transport Link to the Domestic Terminals
- Staging of the construction including early enabling works for the Canal shared path to address the need to provide a suitable quality temporary route during construction of Sydney Gateway
- The feedback received on the MDP and a chance for stakeholders to provide any additional feedback
- A summary of analysis of the current gaps in the network.

Feedback from stakeholders was received on:

- Availability of cyclist traffic count data
- Importance of the connection to the Domestic Terminals to Mascot
- The importance of Coward St as a link in the network
- The importance of addressing connections to the east
- An update was provided on the Metropolitan Greenspace Program for the Botany wetlands corridor being undertaken by Bayside Council.

October 2021

Following the forum in May 2021 a second forum was held with stakeholders to:

- Provide strategic context of the project and the site boundary
- Provide additional information on traffic count data
- Present a draft active transport strategy including the key routes
- Discuss the individual routes and gain feedback. This included crossing of Cooks River (Giovanni Brunetti bridge and alternates, Coward St, western connection to Sydenham, eastern and southern connections, extension of the Alexandra Canal
- Receive feedback on end of trip facilities at the Domestic Terminals.

The individual routes that were presented are included and discussed further in section 5 of the report. Following the workshop stakeholders provided a coordinated response on the priorities for the network and this is discussed further in section 5.

Feedback on the end of trip facilities included:

- The International Terminal facilities were a good starting point and precedent for the Domestic Terminals
- Close proximity to the terminal entrance was preferred
- Diversity of bike racks for different types of bikes (currently an issue for some bikes at the International Terminal)
- Potential for provision for bike hire schemes and e-bikes given the growing demand
- Safe and secure locking facilities
- Good way finding and signage to the facilities and to and from the airport and within the airport
- Consideration of the potential for growth in bike deliveries to and from the airport
- Consideration of shower facilities preferably at the end of trip facilities or alternatively at a convenient location in the terminal.

4.6 BAYSIDE COUNCIL ROUTES

Bayside Council provided additional information on their current draft cycle network strategy during the development of the ATN Strategy. This included their vision for the ATN around the Sydney Airport area. This is shown in Figure 19.

Bayside's network aims to improve overall network connectivity east and west and implement the orbital route around Botany Bay. Council are currently working with Sydney Water as part of their Metropolitan Greenspace Project to improve access from Sydney Water owned land (Botany Wetlands/ Engine Ponds) into the Airport.

Bayside Council Strategic Routes

- 1 Improved Giovanni Brunetti bridge crossing
- 2 Coward Street / Alexandra Canal Cycleway
- 3 Joyce Drive pedestrian/bike access
- 4 Mill Pond to Engine Ponds (Ross Smith) link
- 5 Grade Separated Pedestrian bridge
- 6 Alexandra Canal path between Gardeners Road and Huntley Street

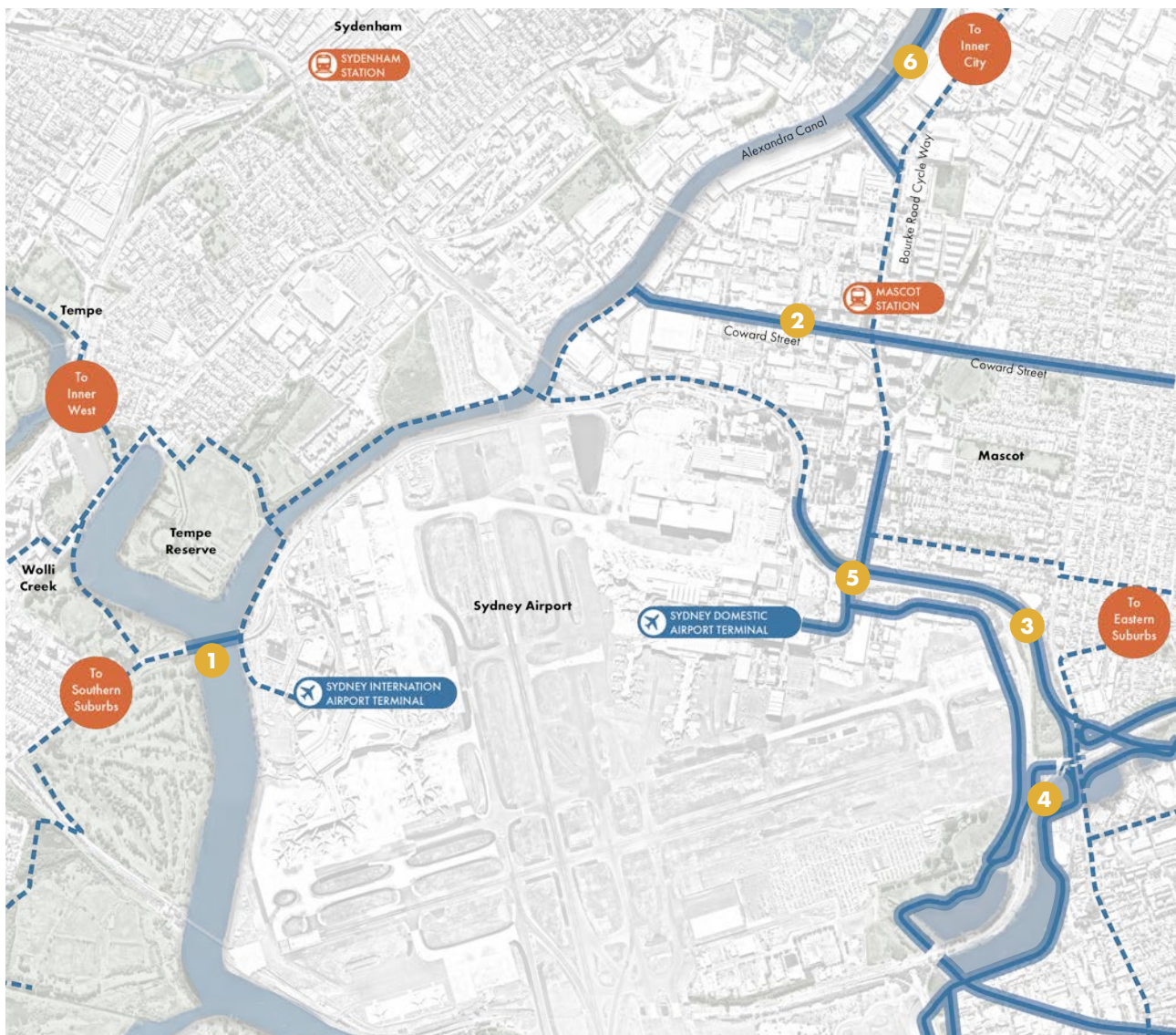


Figure 19: Overview of Bayside Council's proposed ATN connections





ATN OPTIONS

5.1 STRATEGIC ROUTE OPTIONS

The lack of a connected network of a suitable quality in the area acts as a significant barrier to increased active transport. To address this, the strategy has identified a number of strategic route opportunities, based on a review of the existing and planned networks, stakeholder consultation and route analysis. The routes are strongly aligned with Transport's Strategic Cycleway Corridors for the Eastern Harbour City. The identified routes are aimed at connecting centres, precincts and places.

The following section provides an overview of the strategic route opportunities identified.

These opportunities have been identified based on a review of the existing and planned networks, stakeholder consultation and route analysis.

1. Alexandra Canal

This link extends the existing Canal shared path north from Coward St to the existing separated cycle path on Campbell St constructed as part of the St Peters Interchange works.

2. Joyce Drive Overpass

Stakeholders requested options for a grade separated crossing of Joyce Drive to provide for an enhanced entry for pedestrians and cyclists into the Domestic Terminals.

3. Cooks River crossing

The existing crossing over Giovanni Brunetti bridge is not fit for purpose for pedestrians and cyclists. An improved Cooks River crossing provides improved connectivity to the International Terminal and the Alexandra Canal shared path.

4. Joyce Drive to Wentworth Ave

This link provides a connection between the eastern suburbs of the Domestic Terminals along Joyce Drive and to Wentworth Avenue.

5. Coward St

Coward St is a key east-west route providing connectivity between Mascot town centre and UNSW and Randwick. The Coward St existing shared path is poor quality.

6. Sydenham Link

The employment lands to the west of Alexandra Canal currently present a barrier to connectivity between the inner west, the Airport and the eastern suburbs.

The following sections provide an analysis of the required infrastructure, route constraints and technical considerations for each of the strategic route opportunities identified.

An initial traffic light assessment has been done for each of the strategic route options in consultation with the project team. The traffic light assessment includes the following criteria: regional connectivity, directness, ownership, cost, constructibility, and CPTED.

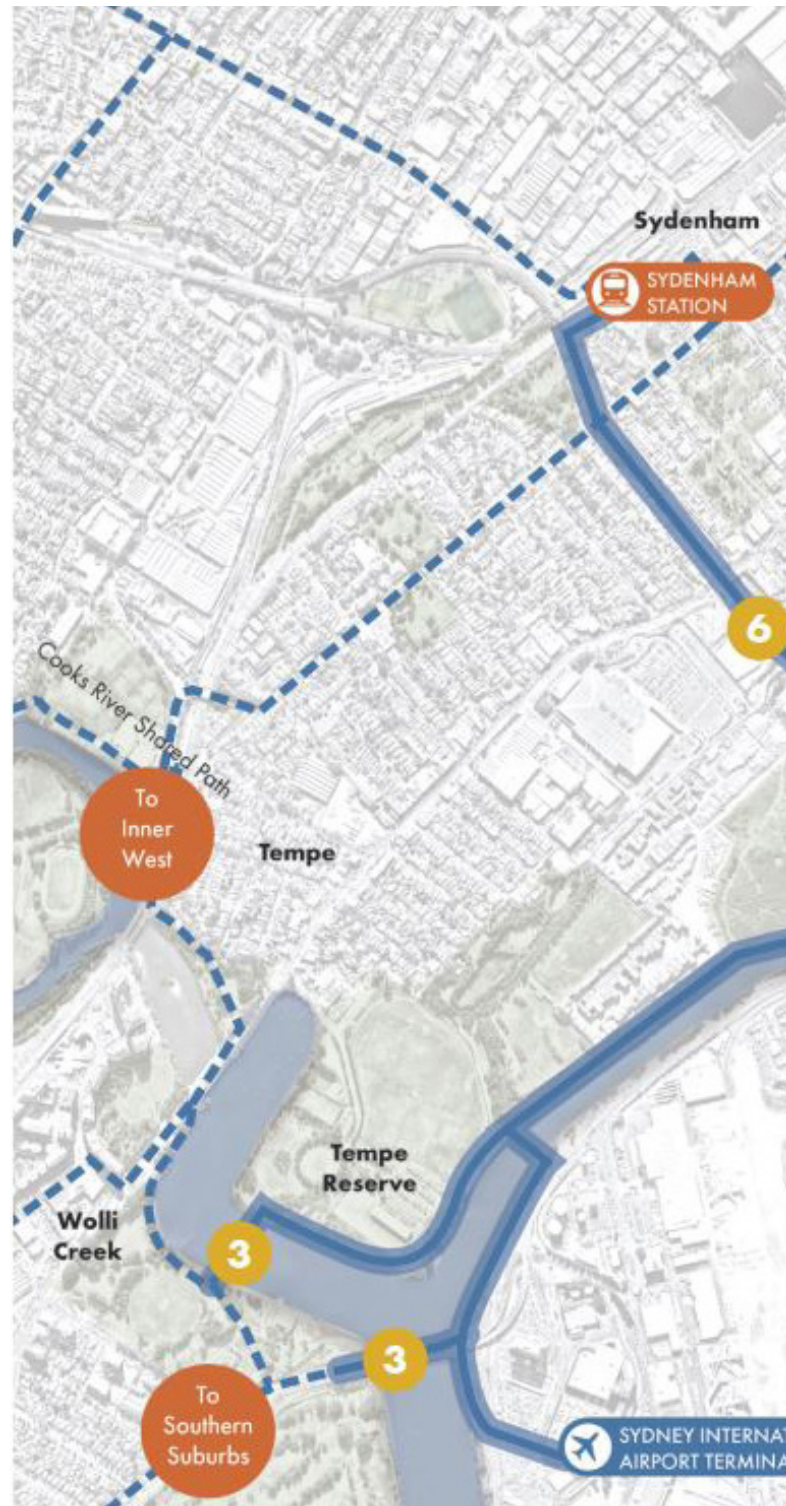
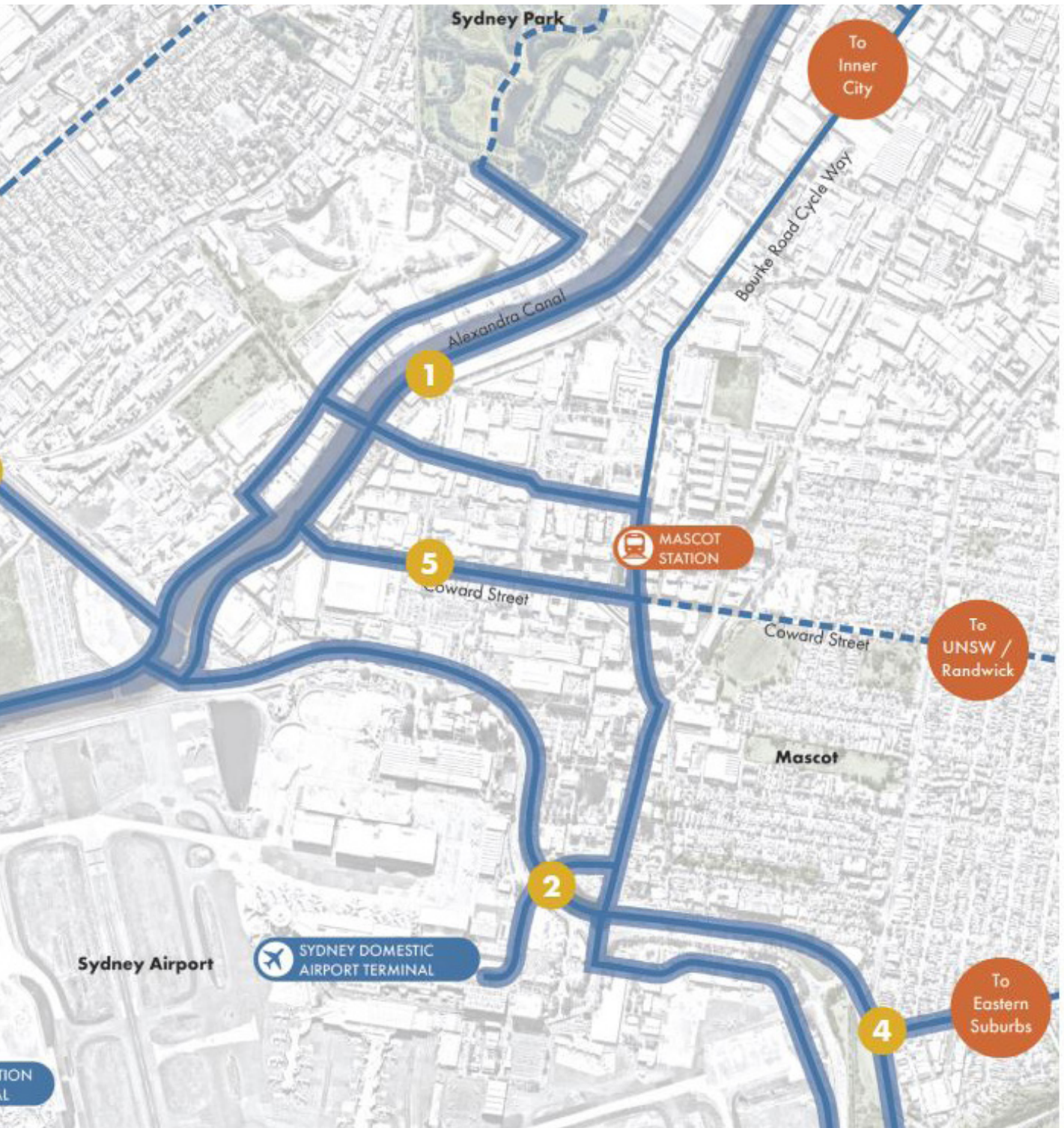


Figure 20: ATN Strategy overview



5.2 ALEXANDRA CANAL (HIGH PRIORITY LINK)

Network Gap: There is a strategic missing link in the Alexandra Canal shared path between Coward Street and Campbell Street. Closing this gap would provide a critical component of an off road regional route from the inner south to the Sydney CBD as well a green grid link to the popular Cooks River parklands. This route has been identified as a key active transport link for more than 20 years and this route is one of the top 5 priorities in the Strategic Cycleway Corridors for the Eastern Harbour City linking the Airport and Green Square. It has strong support from a wide range of stakeholders.

The Alexandra Canal link is an extension of the existing Alexandra Canal shared path from Coward St to Campbell St. The link provides good connectivity to inner city and Green Square. It provides the opportunity for an off-road route along the waterway. The Alexandra Canal shared path is a route that has been proposed since the late 1990s. The route consists of a number of separate components based on land ownership and existing site conditions, as shown in Figure 21. The following includes an overview of the route and initial analysis based on stakeholder feedback:

1. Potential requirement for a cantilevered boardwalk section where the existing property boundary extends to the Canal and there is limited space for an on-grade path.
2. There is an existing underpass underneath Canal Road. This underpass could be used for a grade separated crossing of Canal Road. Crime Prevention Through Environmental Design (CPTED) assessment is an important consideration. Connections to Canal Rd from the shared path should also be included.
3. An at grade path along the canal using the existing 5m

easement over the property between Gardeners Rd and Canal Rd. The current property is setback from the Canal.

4. Existing underpass under Gardeners Road constructed as part of the St Peters Interchange works. There is the potential to embellish the parks at the underpass.
5. Upgrade of an existing 3m wide shared path in an easement along the Canal.
6. Existing underpass under Gardeners Road constructed as part of the St Peters Interchange works. Connections to Campbell Road separated cycleway are also required and are being delivered by St Peters Interchange.

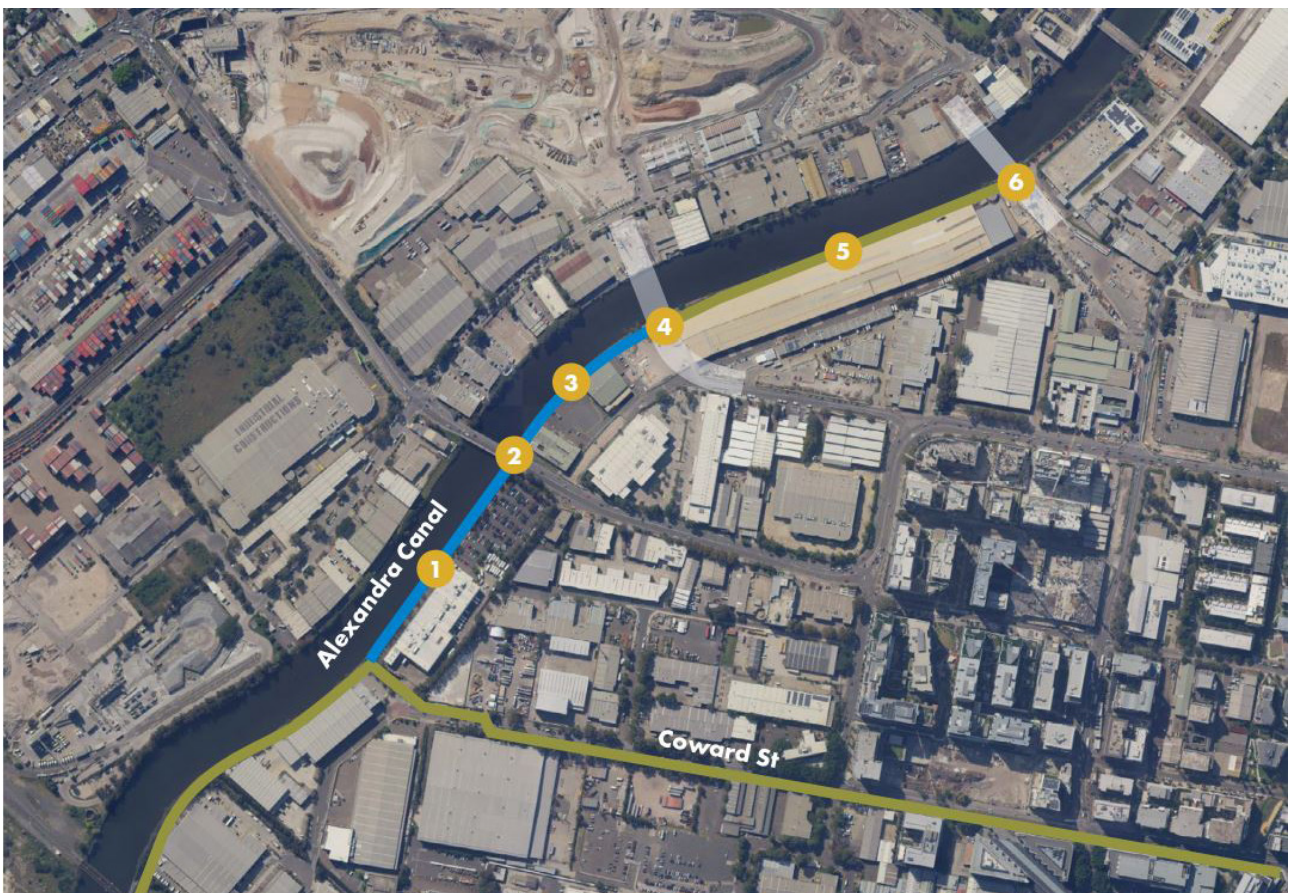


Figure 21: Overview of Alexandra Canal link

5.3 JOYCE DRIVE OVERPASS

Network Gap: It is difficult for pedestrians and cyclists to access the Domestic Terminals from Mascot. People are required to cross 9 lanes of traffic either at O’Riordan Street or Robey Street and wait for at least two sets of traffic lights. An improved connection into the Domestic Terminals at Joyce Drive will improve connectivity to Mascot. An overpass of Joyce Drive needs to consider the travel time benefits compared to cost. Further analysis of this link should consider a range of improved connection options across Joyce Drive including changes to the intersection.

The Joyce Drive overpass link proposed by stakeholders is a grade separated crossing of the multi-lane Joyce Drive into the Domestic Terminals. The link reduces the requirement to cross multiple traffic lights and lanes and is shown in Figure 22. The following includes an overview of the route and initial analysis based on stakeholder feedback:

1. The link is constrained by the need to provide a minimum 6m clearance to the motorway ramp into the Domestic Terminals.
2. The level of the motorway is approx. 15m AHD (Australian Height Datum) at the intersection of Seventh St and Joyce Drive.
3. The level of a grade separated pedestrian and cycle ramp would need to be approximately 20.7m AHD to provide the required clearance. This is unusually high for a grade separated crossing and would take a considerable amount of time for cyclists and pedestrians to travel across.
4. The existing levels at Joyce Drive and O’Riordan St

are approximately 5m AHD requiring a ramp with 15m vertical elevation gain. At 5% grade this would require a ramp of approximately 300m in length and would need to use the area adjacent to the rail corridor to gain the elevation required. A similar elevation gain and distance is required within the Domestic Terminals.

5. Approximately 600m of ramp would be required in total.
6. Due to the elevation changes and length of ramp required there is limited time savings for pedestrians who would be likely to use the at-grade crossing.
7. It is noted that a similar ramp would also be required if the overpass was located at Robey St.



Figure 22: Overview Joyce Drive overpass

5.4 COOKS RIVER CROSSING (PRIORITY LINK)

Network Gap: The Marsh Street shared path is a key regional route from the south which ends abruptly at the Giovanni Brunetti bridge. Cyclists and pedestrians are required to cross at traffic lights and navigate a narrow footpath on the bridge to cross the Cooks River. The lack of a suitable crossing remains a critical gap connecting the inner south to the Airport and CBD as Giovanni Brunetti bridge is one of the few bridge crossings of the Cooks River in the area. This route is one of the identified links in the Strategic Cycleway Corridors for the Eastern Harbour City and has strong support from a wide range of stakeholders.

The footpath on the Giovanni Brunetti bridge is narrow, constrained by light poles and not fit for purpose for cyclists or pedestrians. The only alternative to gain access to the International Terminal is a 2 km detour using the Princes Highway bridge. For pedestrians travelling from Wolli Creek to the International Terminal this is a significant detour.

A suitable crossing over the Cooks River linking the Alexandra Canal shared path to Wolli Creek and the Marsh St shared path would address this current gap. Two options have been identified as part of the feedback from consultation with stakeholders. These options are shown in Figure 23. The following includes an overview of the route and initial analysis based on stakeholder feedback:

1. This option includes a separate pedestrian and cycle bridge in a similar location to the existing Giovanni Brunetti bridge. The advantage of this option is that it provides a more direct connection to the International Terminal for those areas adjacent to Marsh St and further south. The disadvantage of this option is that a clip on structure to the bridge has been previously investigated

and found not to be feasible. This option may require land acquisition at the existing golf course and is constrained by lack of available space in this location.

2. This option includes a bridge further west linking Cahill Park and Tempe Reserve and uses the existing shared paths in the parklands. For users travelling north along the Alexandra Canal shared path, this option has minimal impact on travel distance and travel times however it adds approximately 900m detour for those travelling to International Terminal. An advantage of this option is that it can be undertaken in Council reserves without requirement for land acquisition.

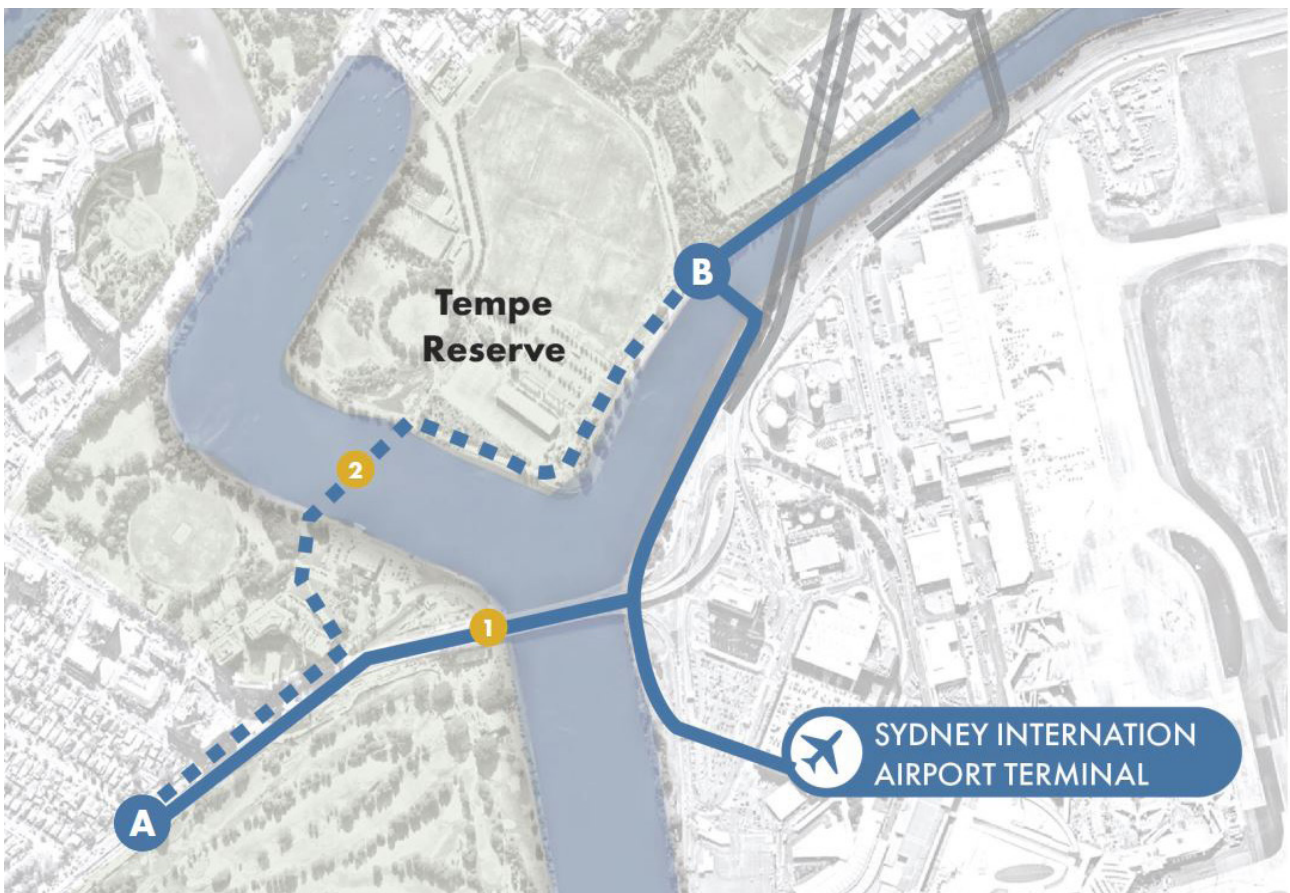


Figure 23: Overview of Cooks River crossing options

5.5 JOYCE DR TO WENTWORTH AVE

Network Gap: There is currently no active transport corridor between Joyce Drive and Wentworth Avenue which would enable cyclists and pedestrians to connect from Mascot and Sydney Airport to the east. The link is an important part of the Strategic Cycleway Corridors Eastgardens to the Airport corridor. This link would also play a significant role in enhancing regional connectivity from the eastern suburbs to the inner west and inner south. The link relies on use of Sydney Airport lands along Joyce Drive.

There is an existing 2.5m shared path along Wentworth Ave which provides a link to Eastgardens. There is a current gap in the network between this shared path and the Domestic Terminals to International Terminal link currently under construction. The link is shown in Figure 24. The following includes an overview of the route and initial analysis based on stakeholder feedback:

1. The link would use the northern side of Joyce Drive in the existing wide road verge adjacent to the goods line. This is land within the boundary of Sydney Airport. There is sufficient space at present for an at grade shared path.
2. The link would continue along the northern side of General Holmes Drive in the existing wide road verge adjacent to the goods line. Similar to Joyce Drive this is also land within the boundary of Sydney Airport and there is sufficient space at present for an at grade shared path.
3. This link requires a bridge over the existing stormwater canal at the intersection of Wentworth Avenue. There is currently no footpath in this location.

4. This link requires a new underpass to be constructed underneath the freight rail line and embankment. This component of the route is complex technically and involves multiple stakeholders. It is also a high cost element. The feasibility of the underpass needs to be further tested including survey, geotechnical investigations, services, structural engineering and impact on railway operations would need to be further considered.
5. Changes to the existing signalised intersection would be required to provide for pedestrian and cyclists to cross to the Wentworth Avenue shared path.

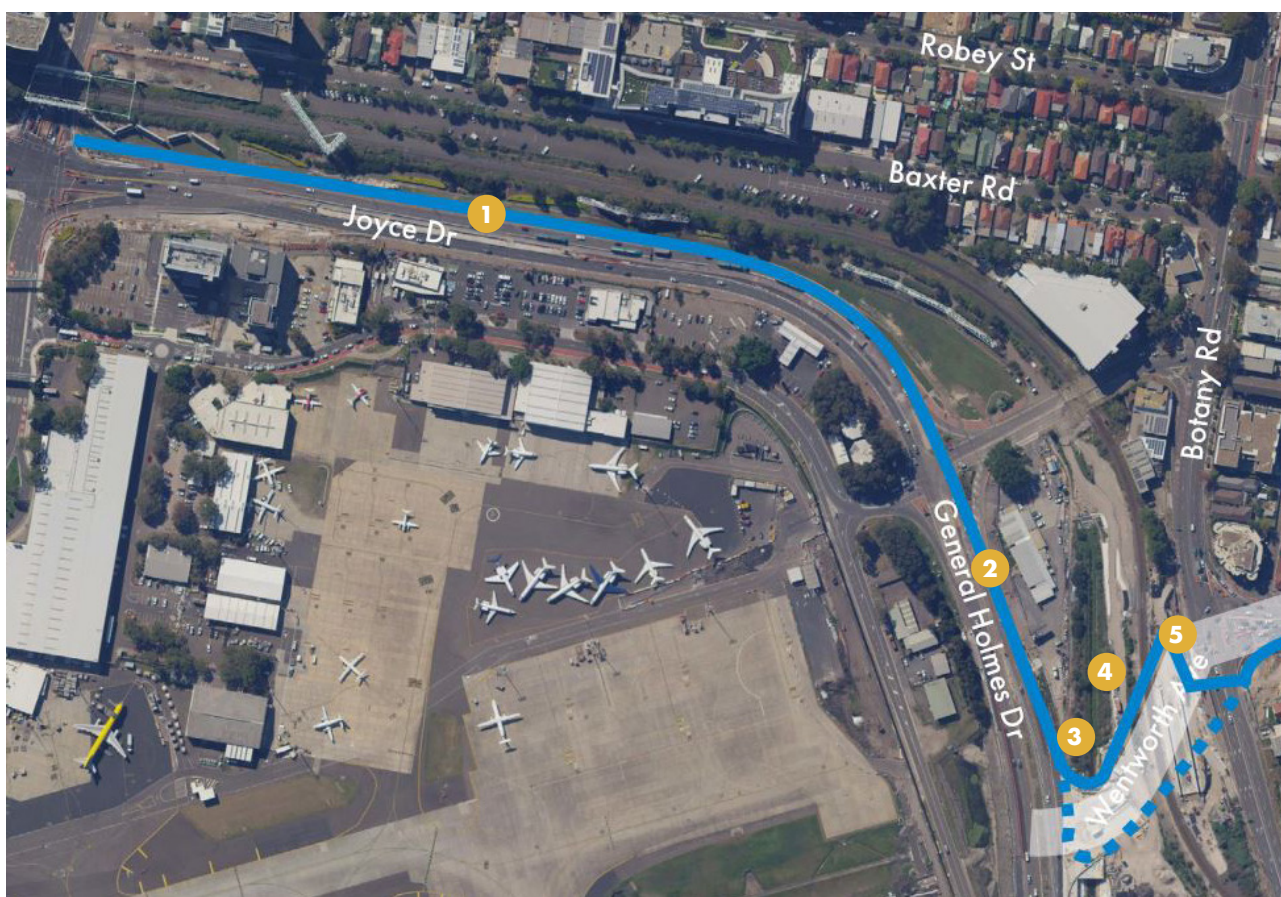


Figure 24: Overview of Joyce Drive to Wentworth Ave link

5.6 COWARD ST (PRIORITY LINK)

Network Gap: Coward Street is the preferred route to connect Mascot to the eastern suburbs. The existing shared path is of poor quality and frequently narrows to less than 2m due to utilities and bus stops. Safety is poor due to the numerous commercial driveways which cross the path. A shared path on Coward Street is consistent with the Strategic Cycleway Corridors Eastgardens to Mascot link and this link would also play a role in enhancing regional connectivity from the eastern suburbs to the inner west and inner south.

Coward St is an important east-west link. It provides connectivity to Mascot town centre and station. Also it is the only east-west street that provides crossing of north-south streets such as Botany Road apart from Gardeners Road.

The existing shared path on Coward St is of poor quality, frequently narrowing to less than 2m in width due to poles, bus stops, etc and has high pedestrian use, particularly either side of Bourke St. There is an opportunity to upgrade the existing shared path along Coward St. This is shown in Figure 25. The following includes an overview of the route and initial analysis based on stakeholder feedback:

1. A separated cycle path along Coward St between the end of the Canal shared path and Kent Road, reducing the lane widths and retaining the majority of parking on both sides of the road.
2. A separated cycle path between Kent Road and Bourke St. This would require removal of a traffic lane to incorporate the separated cycle path. Alternatively a significantly upgraded shared path could be considered.

This could potentially be delivered by re-development along the southern side of Coward St.

3. Similar to the above a separated cycle path between Bourke St and O’Riordan would require removal of a traffic/parking lane. A shared path is significantly constrained in this section of Coward St by bus stops, existing planter boxes and trees and high pedestrian numbers.
4. There is a potential alternate route north from eastern Coward through Coggins Pl, Ossary St and the existing separated cycle path on Church Ave. This section would allow users heading north to avoid the high pedestrian use area adjacent to the station and town centre

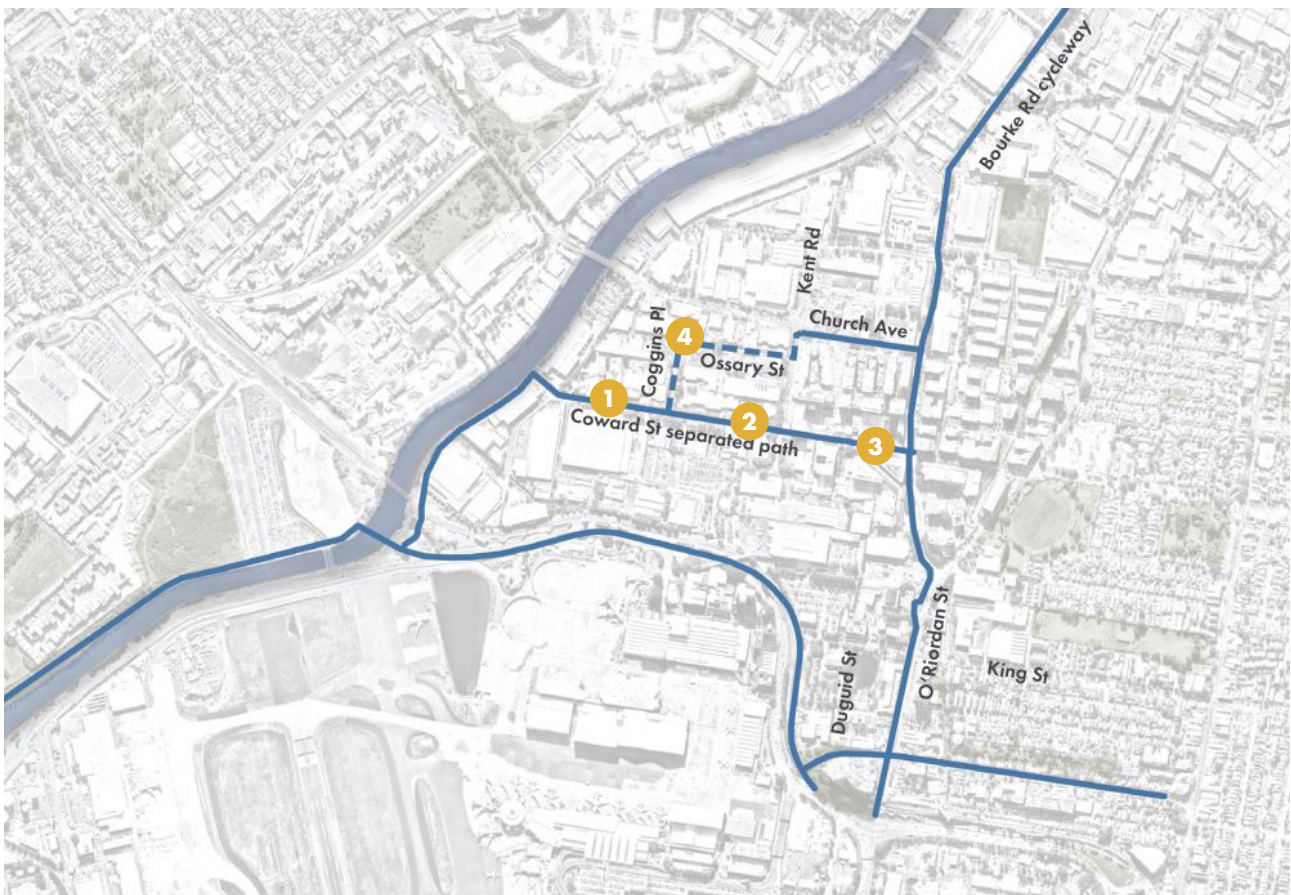


Figure 25: Overview of Coward St link

5.7 SYDENHAM LINK

Network Gap: Sydney Metro services will start running from Sydenham station in 2024. There is currently no link for pedestrians and cyclists to move between Sydenham and Sydney Airport and Mascot. The Sydenham link is aligned with the Strategic Cycleway Corridors Mascot to Sydenham link. This link would also play a role in enhancing regional connectivity from east to west through currently inaccessible industrial lands. The link relies on the use of Sydney Airport lands north of Alexandra Canal.

A link to Sydenham would provide a direct connection from Sydenham station to the Canal shared path and the terminals. It also provides a more direct connection to the Canal shared path from the Inner West and significantly enhances east west movement from the inner west to Mascot and the eastern suburbs including Randwick and UNSW. The link is shown in Figure 26. The following includes an overview of the route and initial analysis based on stakeholder feedback:

1. Connection of the link into the new pedestrian and cycle bridge over the Canal
2. An at grade shared path along the side of Sydney Gateway, located within the overall Sydney Airport boundary but on the outside of the perimeter air side fencing. This section is located on Sydney Airport land that is identified as future airside freight facility and hence would need to consider any impacts on this future facility.
3. An underpass under the elevated Sydney Gateway bridge over the freight line. A bridge over the motorway

is less viable here due to the elevation of the motorway required to cross the freight line and the limitations of the air safety height restrictions for aircraft. Consideration of CPTED is an important consideration in this location.

4. An elevated section of path that loops over the Sydney Gateway Domestic Terminals to International Terminal motorway. An underpass is not possible as the roadway ramps down to pass underneath the elevated bridge over the freight line.
5. A connection to Swamp Road including a ramp back to an at grade path running along Swamp Road and to Princes Highway.

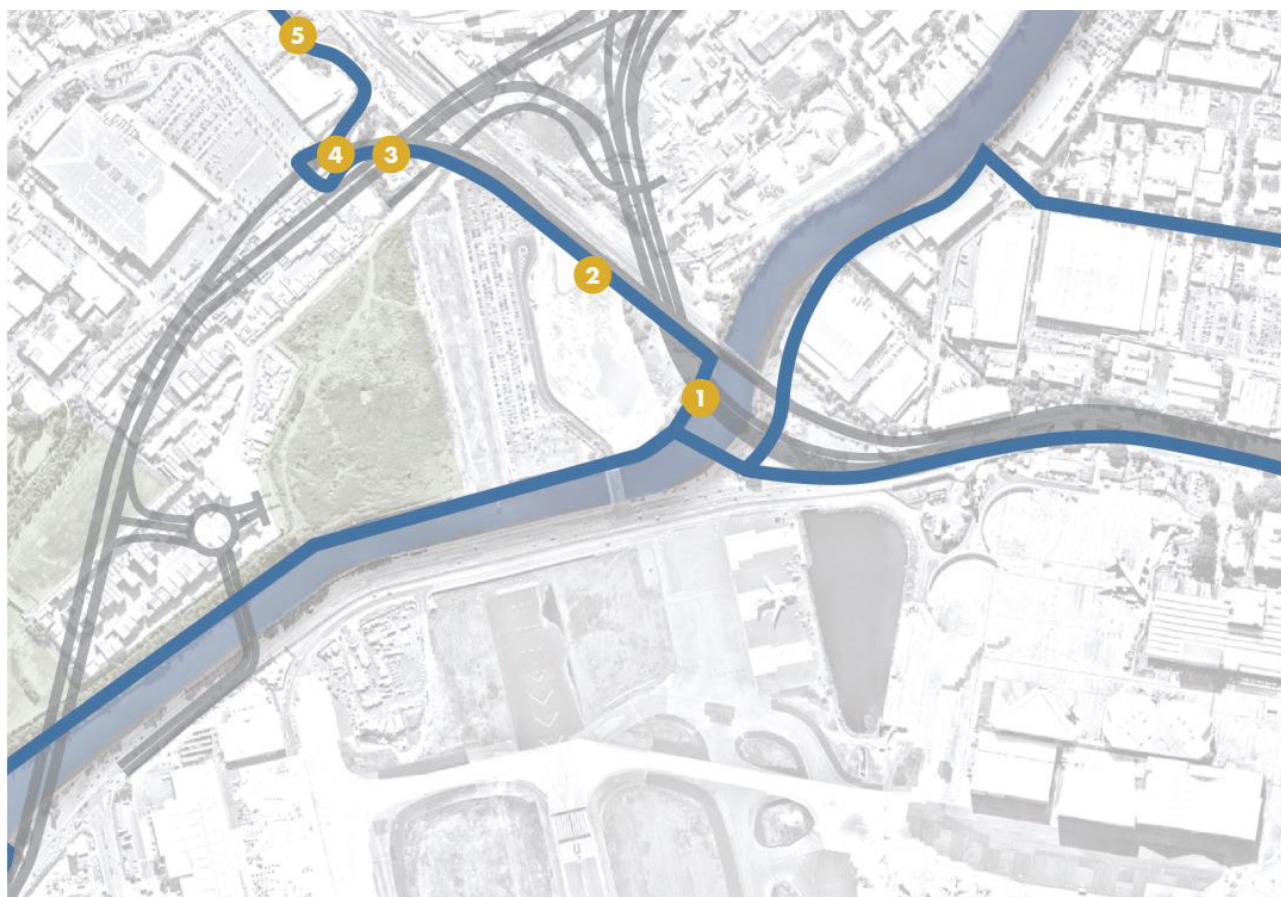


Figure 26: Overview of Sydenham Link

5.8 PRIORITY LINKS

This strategy has identified the extension of Alexandra Canal route to Campbell Road as the highest priority. The link has strong support from all stakeholders and aligns with the top priorities in the Strategic Cycleway Corridor for the Eastern Harbour City. Funding has been secured for the next phase of the development of this link including funding for design and investigations to progress this critical link in the network.

Priority Links

Based on current cycle count data the highest use route is the Alexandra Canal shared path/Bourke St separated cycle path. This route has approximately 400 to 500 users per day. This route is used by those travelling to the inner city and Sydney CBD and to the airport terminals.

Extending the Alexandra Canal route is therefore a high priority given its current high use. Extending the Canal shared path has also been a long term objective and links the fast growing town centre of Green Square. The Canal shared path also links to the high use recreation route along the Cooks River shared path and would provide for an extension of the popular recreational path along the Canal.

The link over the Cooks River is also a high priority. It also has the potential for approximately 400 to 500 users per day as many of those travelling on the Canal shared path would also use a direct and safe crossing over the Cooks River. This route is also a high priority given its current poor status and limited provision for both pedestrians and cyclists.

Links providing east-west connectivity currently do not have as high use as links providing north-south connectivity. East-west links typically have approximately 100 to 150 users per day. This is likely to increase over time with the continuing development in Mascot town centre and along the Sydenham to Bankstown Metro development corridor.

Routes which provide east-west connectivity are a second order priority including Sydenham link, Coward St link and the Wentworth Avenue link. These routes all substantially benefit in the provision of east-west movement and enhanced linkages between these destinations and the airport.

A grade separated crossing of Joyce Drive, while it may be beneficial, it is significantly constrained by the elevation required above the levels of the Sydney Gateway flyover into the Domestic Terminals. An overpass would have significant elevation change, significant grades and would not reduce travel times for pedestrians in particular and thus would have limited appeal to pedestrians who would likely continue to use the at grade crossing. The at grade crossing would also have more flexibility by providing for more diverse movement and connections between different destinations.

Stakeholder Feedback

Stakeholder feedback was also provided on the routes and their priority. Stakeholder feedback indicates that the Alexandra Canal shared path is the highest priority link. The Giovanni Brunetti bridge/Cooks River crossing was also considered a high priority.

A grade separated overpass to Domestic Terminals was seen as a high priority to provide for suitable access into Domestic Terminals as well as enabling a grade separated crossing of Joyce Drive from the new Domestic Terminals to International Terminal shared path link. However as outlined in the previous section this link has significant elevation change and would require significant additional length of ramp to provide suitable grades. Due to space constraints in the area there are also limited locations to locate long lengths of ramp. This results in additional requirements for connecting paths and further reduces the feasibility of a grade separated overpass of Joyce Drive. This connection is an important link into the Domestic Terminals and future investigations should consider a range of options to enhance connectivity into the Domestic Terminals including changes to the intersection to enhance connectivity for active transport.

The east-west link routes (Wentworth Ave, Coward St and Sydenham links) were seen by stakeholders as lower priorities than the links which enable north-south connectivity.

Bayside Council also advised that it was preparing for further engagement for a Coward St link.

Consistency with the Strategic Cycleway Corridors for the Eastern Harbour City

Transport's Eastern Harbour City Strategic Cycleway Corridors Overview identified 30 strategic cycleway corridors including connecting the Airport and Mascot to key centres. The relationship between the identified strategic cycling corridors and the routes identified in this strategy are outlined in the table below.

Overview	Connecting to	Contributing link in this report	Contribution of route to strategic corridor
Northern connection	Green Square /CBD	Alexandra Canal North	Provides missing connectivity between the existing Alexandra Canal Shared path and planned City of Sydney Alexandra Canal shared path
Western connection	Sydenham	Sydenham Link	Linking the new station to the International and Domestic Terminals, it provides a direct route and connectivity through existing Airport lands which currently has no access
Southern connection	Wolli Creek	Cooks River crossing	Provides connectivity over Cooks River which is currently lacking due to narrow footpath and lane widths on Giovanni Brunetti bridge providing connectivity to the Cooks River and Marsh St shared path
Eastern connection	Eastlakes/Randwick	Coward St	Provides a direct link from the existing Marsh St shared path to the eastern suburbs
Southern eastern connection	Eastgardens	Joyce Drive to Wentworth Ave	Utilising Sydney Airport lands north of Joyce Drive there is the potential to extend the new International to Domestic Terminals route further east linking to the existing shared path on Wentworth Drive.

Figure 27: Table overview of relationship between identified strategic cycling corridors and the routes identified in this strategy

Transport's Strategic Cycling Corridors identified the Alexandra Canal route as one of five immediate priority routes. This aligns with the existing cycle count data which identified the highest existing demand on the existing network is from north to south linking the Airport/Mascot with key destinations such as Green Square and Sydney CBD and the inner south and southern suburbs.

The existing cycling data also shows there is demand for a route linking the inner west and inner south to the eastern suburbs and eastern beaches. The current cycle count data indicates this demand is lower than the demand for the north-south connectivity, however it is possible this data is not accurately capturing potential future use of this route due to lack of a high quality route at present.

Future upgrades and collaboration

The next steps for the strategy include the following components:

- Design development of the Alexandra Canal link between Coward St and Campbell Rd by Transport for NSW. This is a critical link in the active transport network with strong support from a wide range of stakeholders
- Provision of lighting to the existing Alexandra Canal shared path addressing a gap in lighting between Coward St and the new Alexandra Canal active transport bridge. The

new lighting will provide a significant safety upgrade to the existing network

- Upgrades to the shared path along Coward St including pavement and drainage improvements, removal of obstacles including bollards and vegetation and improved signage and line marking
- Future development of the remaining links in this strategy will be taken forward by Transport's Active Transport team in line with the priorities in the Strategic Cycleway Corridors network
- This strategy has been the result of collaboration and input from a range of engaged stakeholders including Sydney Airport, Bayside Council, Inner West Council, the City of Sydney, and bike groups. The collaboration with stakeholders is a key strength of the strategy and its development. The delivery of a number of links in this strategy including the link along Joyce Drive northern verge and a link to Sydenham rely on this collaborative process continuing moving forward and a continuation of the willingness of stakeholders to contribute to an improved active transport network.

