

Marrickville Road East

Streetscape Improvement Master Plan

Document Control

Date	Revision Number	Revision Details	Issued	Approved
23.03.2017	01	Draft issue 01 - For Discussion	AR	DP
29.05.2017	02	Draft issue 02 - For Discussion	DP	DP
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23.04.2018	05	Final make up and changes - For Approval	AR/DP	JB
10.08.2018	06	Draft - For Council	DP	JB

Executive Summary

The Public Domain Planning team has engaged with the community, across Council, with business, and State Government agencies to develop an integrated public domain improvement plan for Marrickville Road (East). The Marrickville Road (East) Public Domain Master Plan supports existing uses, while planning for future development and increased pedestrian and bicycle activity movements from the Marrickville Town Centre to the Sydenham Station area.

The former Marrickville Council had adopted the updated Our Place, Our Vision – Marrickville Community Strategic Plan (CSP) with a vision that articulated the desired character of public spaces as:

“In 2023, Marrickville has innovative urban planning that protects the character and heritage of the area. Public spaces are enticing, clean and well maintained, lively and accessible, with a street life that connects the community and welcomes visitors. Industrial areas remain an important part of the local community, while high technology, creative and eco-enterprises thrive.”

The master plan fulfils this vision along Marrickville Road (East) and the vision was further supported through extensive community and business engagement with requests for the following elements:

- > Provision of traffic calming measures along the street, to provide a safe street environment for users;
- > Planting of additional shade trees and general greening of the street;
- > Provision of pedestrian and bicycle infrastructure including seating, bicycle lanes and bike racks;
- > Provision of additional and safer pedestrian crossings;
- > Upgrading and improvement to pedestrian pavements; and
- > Provision of better pedestrian lighting along the street.

Through community and stakeholder engagement and detailed site analysis, Council has prepared a public domain master plan with multifunction outcomes that benefits both the community and Council. The master plan proposes improving safety, permeability, pedestrian amenity and shade through the following initiatives:

- > Install new furniture elements including pedestrian seats, drink fountains, rubbish bins and bicycle racks
- > Provide pedestrian priority threshold treatments to pedestrian crossings at road intersections;
- > Provide an additional north-south pedestrian crossing point along Marrickville Road (East)
- > Provide kerb blister enlargements at street intersections with rain-gardens in the planting areas. The kerb alignment has been designed to facilitate turning circles for 19m rigid vehicles and any new planting to be low to maintain required sightlines at intersections
- > New pedestrian pavements of concrete with two different textures (broom finished and shot-blast, sandblast or saw cut finishes)
- > Provide a separated bicycle lane along Marrickville Road, connecting with the regional routes to the west (Meeks Road), north (along Sydney Street and Railway Avenue);
- > Retain key existing tree specimens
- > Replace low quality trees with new advanced trees appropriate for their location (i.e. lower spreading tree canopies below overhead electrical infrastructure; and tall and large canopies where space allows)
- > All tree plantings to have expanded tree pits or structural soil zones to maximise growing medium for trees
- > New pedestrian lighting along the street
- > Retain existing car parking configuration and business driveway accesses

The plans have included testing vehicle movements on each of the intersections to allow for existing vehicle movements. The intersections have also be tested for potential future changes in flow and direction of traffic, as this has been identified by external and internal stakeholders as potential outcomes of future traffic studies. The proposed plans can allow for these changes without impacting the master plan design.

In May and June 2018, Council completed a public exhibition process for the draft Marrickville Road (east) Public Domain Master Plan. The online documents received 596 visits and 57 submissions. From the 57 submission Council received 94% support for the plans. The community feedback provide minor updates

The design of the public domain has carefully considered the ability for Council to implement the plans with its available funds and budget. The master plan highlights a series of projects that can be delivered in stages. Where funding shortfalls exist, the document will be used for grant applications to secure alternative funding sources.

Following the completion of the master plan, the project shifts to implementation phases for the master plans strategies to be realised. The master plan is a 10 year plan for the streetscape and will be delivered in stages.



View west along Marrickville Road East.

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01_ project context





Marrickville Road East

Overview
Creative Hub
Sydenham to Bankstown Urban Renewal Corridor Strategy
Strategic Alignment
Community Strategic Plan
Project Methodology
How to use this document
Location
Scope of Work

01_ Project Context

Overview

The Public Domain Planning team has been engaging with the community, across Council, with businesses and State agencies to develop an integrated public domain improvement plan for Marrickville Road East. The Marrickville Road East Master Plan has been occurring concurrently with the Sydenham Station Creative Hub planning project. The brief for the Marrickville Road East Master Plan has been to support existing uses, while planning for future development and increased pedestrian and bicycle activity, particularly from the Marrickville Town Centre to the Sydenham Station area.

In 2013, the former Marrickville Council adopted the updated Our Place, Our Vision - Marrickville Community Strategic Plan that has guided planning within the Marrickville local government area (LGA). The vision articulates the desired character of public spaces:

“In 2023, Marrickville has innovative urban planning that protects the character and heritage of the area. Public spaces are enticing, clean and well maintained, lively and accessible, with a street life that connects the community and welcomes visitors. Industrial areas remain an important part of the local community, while high technology, creative and eco-enterprises thrive.”

Master plan strategies in this report will enhance and support the existing uses in the study area as well as potential future uses complementing the strategic vision for the area.

The pedestrian and cycle connection between the Marrickville town centre and Sydenham Station is a critical element for the scope of this project. The high level of pedestrian and bicycle traffic that use the footpath environment shall be acknowledged and enhanced without detracting from the existing industrial uses. Master plan strategies will improve the safety of users and maintain vehicles movements required for industrial activity.

Strategic Alignment

Council’s streets service multiple community needs as demonstrate by the extensive list of relevant outcomes in the *Our Inner West 2036: A community Strategic Plan for the Inner West Community (CSP)*.

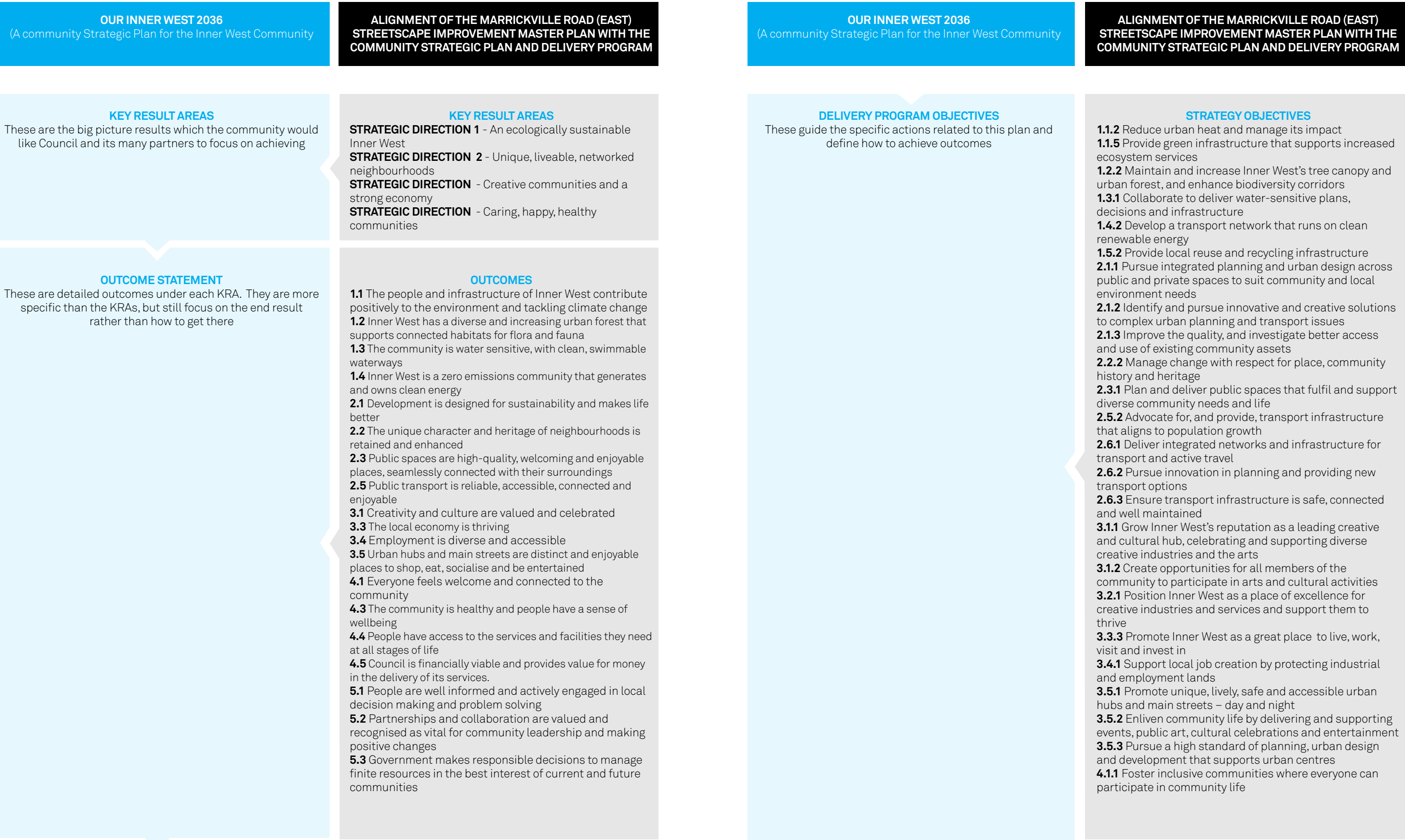
The ongoing management of the streets are consistent with the CSP, promoting a shared vision of the community and Council. It also provides us with a focus; enabling us to allocate the required resources to translate our vision into action.

The following pages outline how this report and its proposals will integrate with and support, our community’s strategic outcomes.



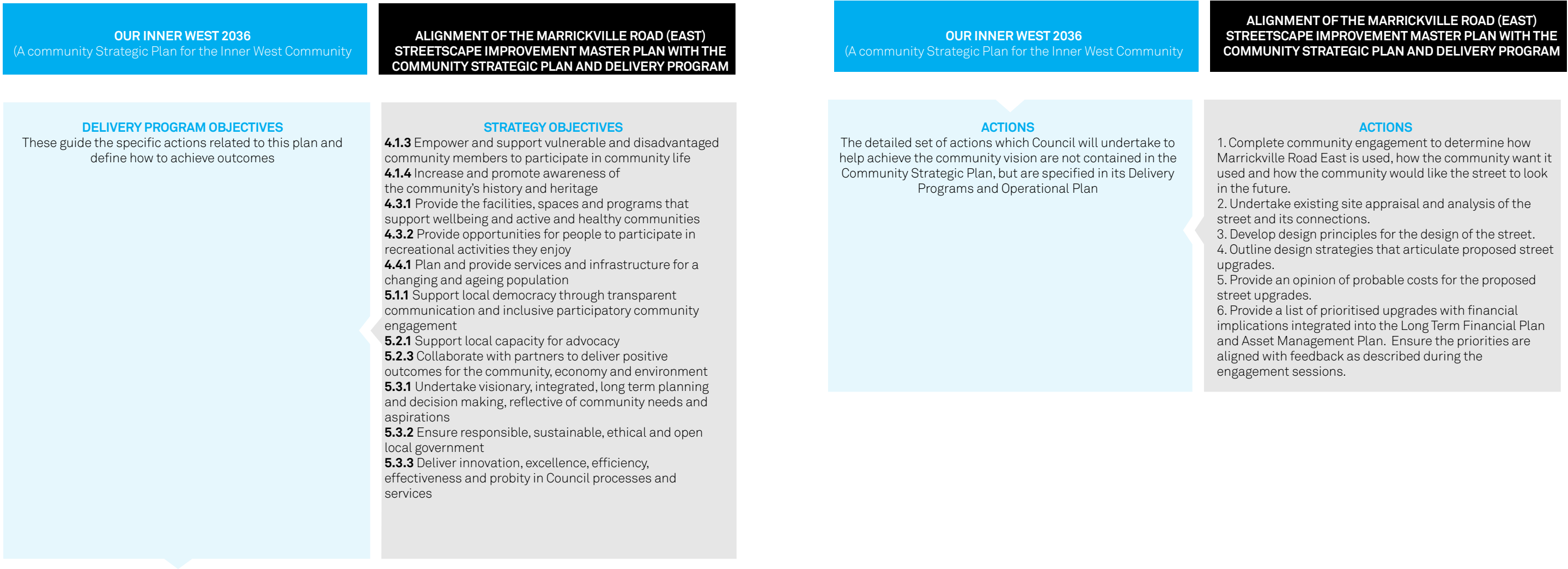
An existing business and street art at the intersection of Marrickville Road East and Railway Parade.

Community Strategic Plan



01_ Project Context

Community Strategic Plan





Looking west along Marrickville Road East.

Project methodology

The project methodology was undertaken in eight phases, with some occurring concurrently to meet project deadlines. The methodology produced a process that ensured best practice outcomes provide for user needs.

The eight phases include:

Phase 01: The project brief was written including project program, methodology, develop project objectives, project aims, and identify engagement strategy and stakeholders.

Phase 02: Undertake community engagement to understand what the community like and dislike about the streets and understand how it is being used. Investigate what the community would like to see changed or upgraded.

Phase 03: Undertake extensive site analysis to establish opportunities and constraints. Elements to be considered include: access, safety, legislative requirements including Council policies, existing trees and vegetation, site history, bicycle proposals, vehicle access, maintenance, flooding, drainage issues, topography, geology, biodiversity and microclimate.

Phase 04: Develop draft plans including design options with streetscape strategies. Precedent imagery and detailed text are to support illustrative plans.

Phase 05: Feedback from internal stakeholders was provided to update documents and ensure all disciplines are included.

Phase 06: An opinion of probable costs with proposed upgrades groups as potential deliverable projects developed. Coordinate with the finance team to integrate project costs with the long term financial plan, asset management plan and forward capital works plans.

Phase 07: Use the documents for community comment through an exhibition period. Use the feedback obtained to update the documents to ensure the plans meet community expectations.

Phase 08: Finalise documents and report the proposals for Council adoption.

How to use this document

This report is proposed to be a holistic reference guide for the proposed streetscape improvements along Marrickville Road East. The document is divided to different sections for ease of reference.

01 Project Context

The project context provides an introduction and background to the project including definitions, framework, strategic alignment, project methodology and objectives.

02 Site Analysis

The physical characteristics of the street are described in plans, words and images. The site is fully analysed capturing Council strategies, underground services and classifications of streets, ownership and other items that influence the designed outcomes.

03 Community Engagement

This section outlines the process undertaken to derive at project outcomes and the feedback received from the community.

04 Design Principles

The design principles establish the lens through which decisions are made for street upgrades. The principles provide a spatial representation of the objectives.

05 Proposed Design Options

The design process - including all considered but discarded design options - feature in this section.

06 Master Plan

This section of the report outlines the overall design outcomes, with strategies write in text supported with images and illustrative plans.

07 Implementation Plan

The proposed upgrades are costed via an opinion of probable costs. The costs are grouped as potential projects and are prioritised according to asset condition, cost benefit, related strategy priorities and need as requested through community feedback.

Appendix

This section analyses potential circulation changes and establishes that the proposed design has taken this possibility under consideration.

01_ Project context

Location

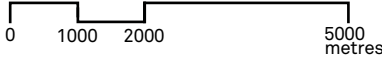
The Inner West Council area is located five kilometres west of the Sydney Central Business District (CBD) and includes the former Marrickville, Ashfield and Leichhardt Local Government Areas (LGA). The Inner West Council has a resident population of 185,000 people and extends from near Sydney Airport and the Cooks River in the south, east to Erskineville and Redfern, north to Sydney Harbour and adjoins Five Dock, Burwood and Campsie in the west.

Legend

Marrickville Road East Area



Inner West LGA Boundary



Plan of the Inner West Council Local Government Area (LGA) within the context of greater Sydney.



01_ Project Context - Inner West Context

Location

The study area is located at the south-west corner of the LGA, beneath the main north-south Sydney airport runway (34L / 16 R) in the suburb of Marrickville. Nearby areas include Tempe to the south, Sydenham to the east, Marrickville industrial employment lands to the north and the Marrickville town centre to the west.

Legend



Inner West LGA Boundary



Marrickville Road East Area



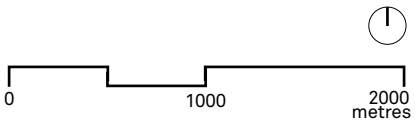
Residential Area



Industrial Area



Parkland



01_ Project Context - Marrickville Context

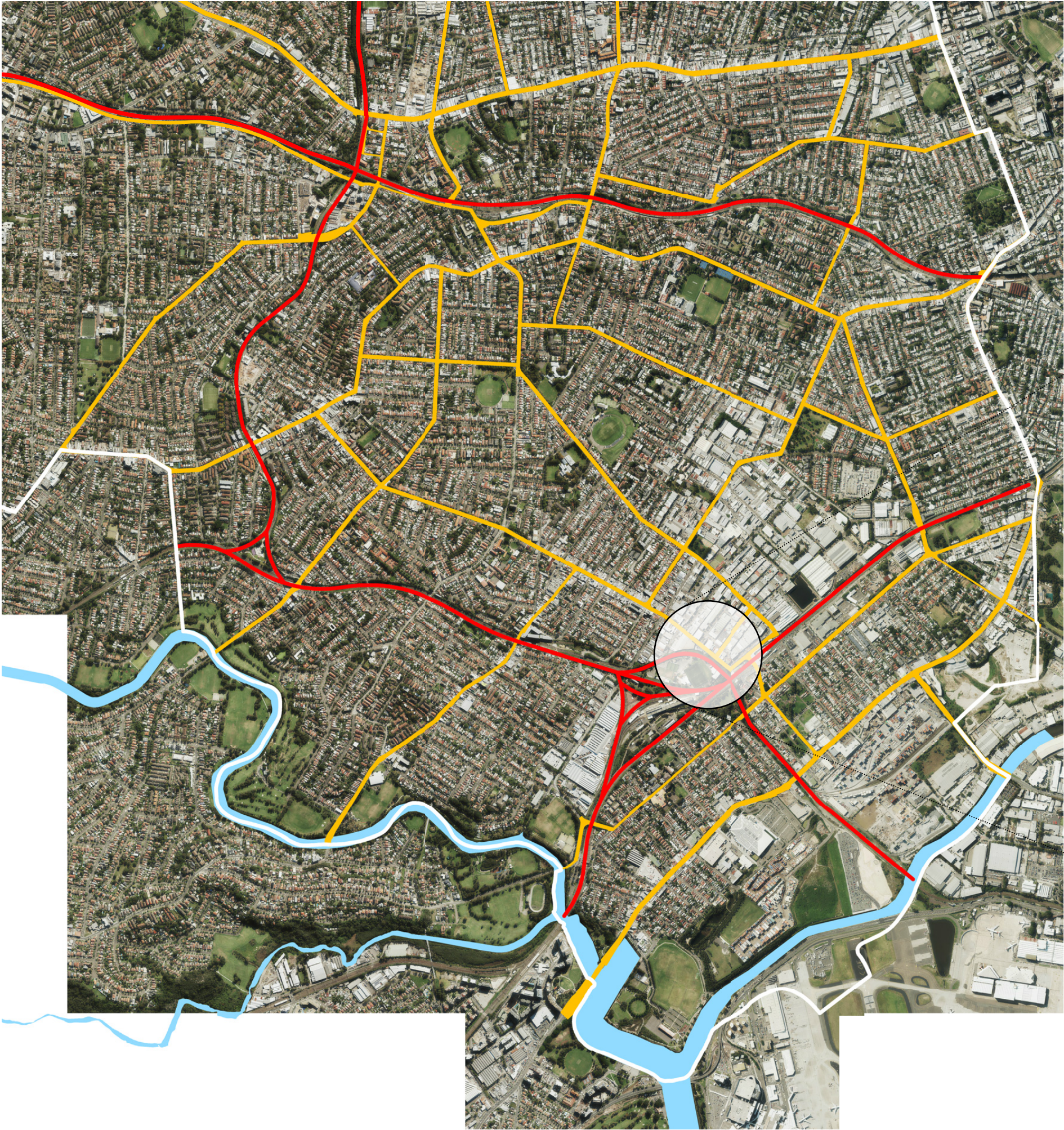
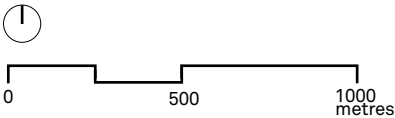
Location

The site is comprised of three roads:
> Marrickville Road between Meeks Road and Railway Parade;
> Railway Parade; and
> Gleeson Avenue (stopping outside the train station).
The roads form part of the key urban road network, having connections with Princes Highway, Marrickville Road (beyond Meeks Road), Victoria Road and Sydenham Road.

The site is adjacent the South, Illawarra and Bankstown railway lines and Sydenham railway station.

Legend

- Marrickville Road East Area
- Train Line
- Major Roads
- Cooks River
- Inner West Boundary



The location of the study area within the suburb of Marrickville.

01_ Project Context - Marrickville Road East

Scope of Work

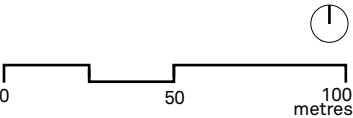
The study includes a review of public domain areas located along Marrickville Road East, Railway Parade and Gleeson Avenue. The study includes the review of pedestrian pavements, street trees, shade, street furniture (seating, bins, drink fountains), shade, traffic movements, bicycle connections and other elements that provide a safe place for pedestrian and cyclists.

The review of the street will include connections from Marrickville Road along Buckley Street, Barclay Street and Sydney Street. The study will review the sites edge conditions and the pedestrian and bicycle connection with Sydenham railway station and Marrickville town centre. The gateway entry area to Fraser Park will be considered to improve pedestrian safety and access to the park.



Legend

- Marrickville Road East Area
- Project Scope
- Sydenham Station



02_site analysis





Marrickville Road East

Zoning
Major Roads And Town Centres
Half Meter Contours
Biodiversity
Heritage
Flooding Liable Land
Acid Sulfate Soils
Bicycle Network
Main Walking Routes
Traffic Accidents
Bus Stops
Traffic And Parking
Pedestrian Footpaths
Existing Trees
Contours & Rain Water
Infrastructure
Street Sections
Photo Report

02_ Site Analysis - Broader Context

Zoning

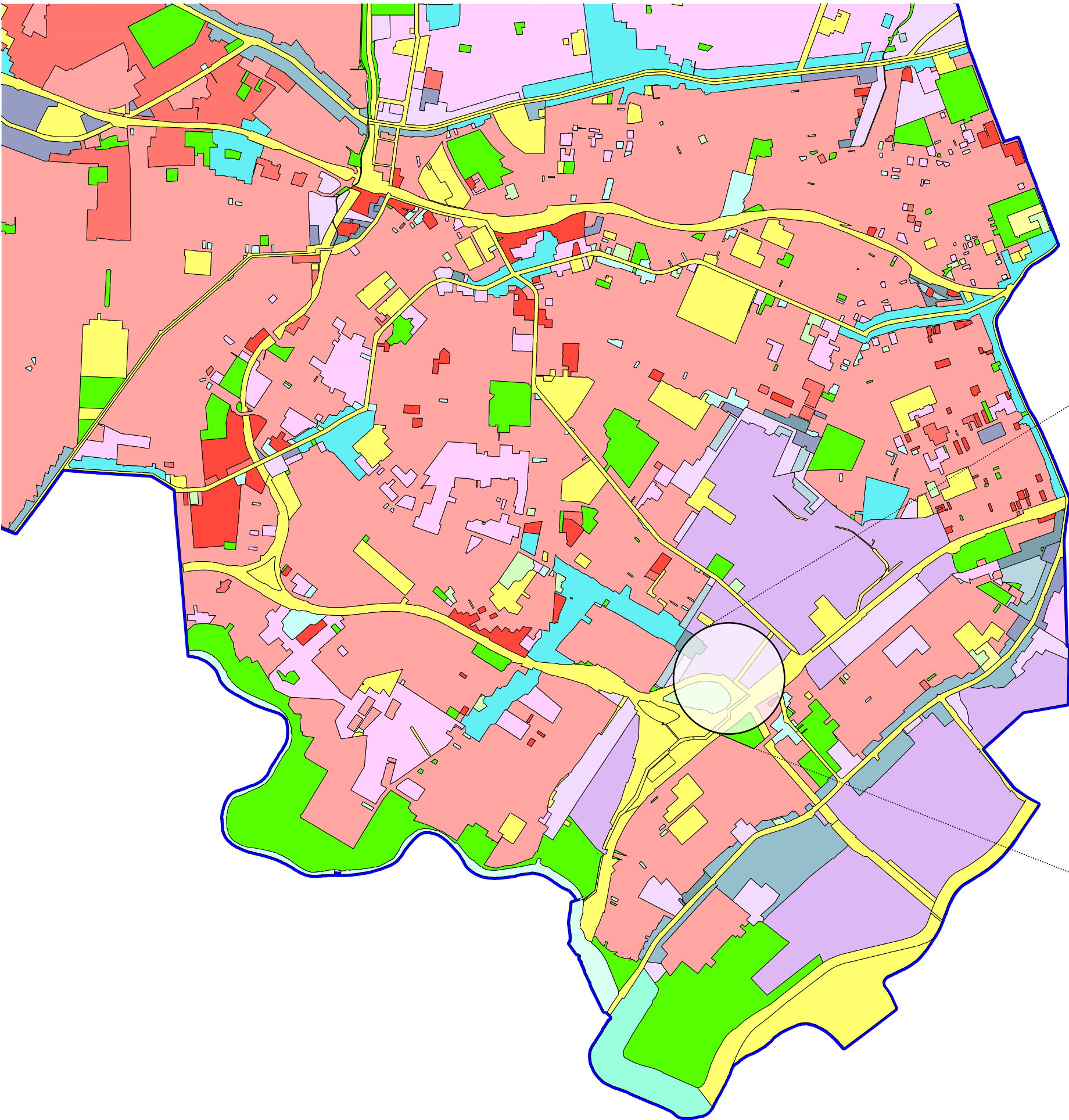
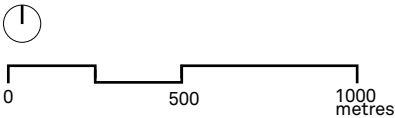
The former Marrickville Local Environment Plan (LEP) 2011 outlines the permissible land uses across the LGA. The plan outlines the land use context in which the site is located.

Legend

Marrickville Road East Area

Zone

- B1 Neighbourhood Centre
- B2 Local Centre
- B4 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor
- B7 Business Park
- IN1 General Industrial
- IN2 Light Industrial
- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- RE2 Private Recreation
- SP1 Special Activities
- SP2 Infrastructure
- W1 Natural Waterways
- W2 Recreational Waterways



The study site with the existing zoning within the context of the Marrickville region.

02_ Site Analysis - Marrickville Road East

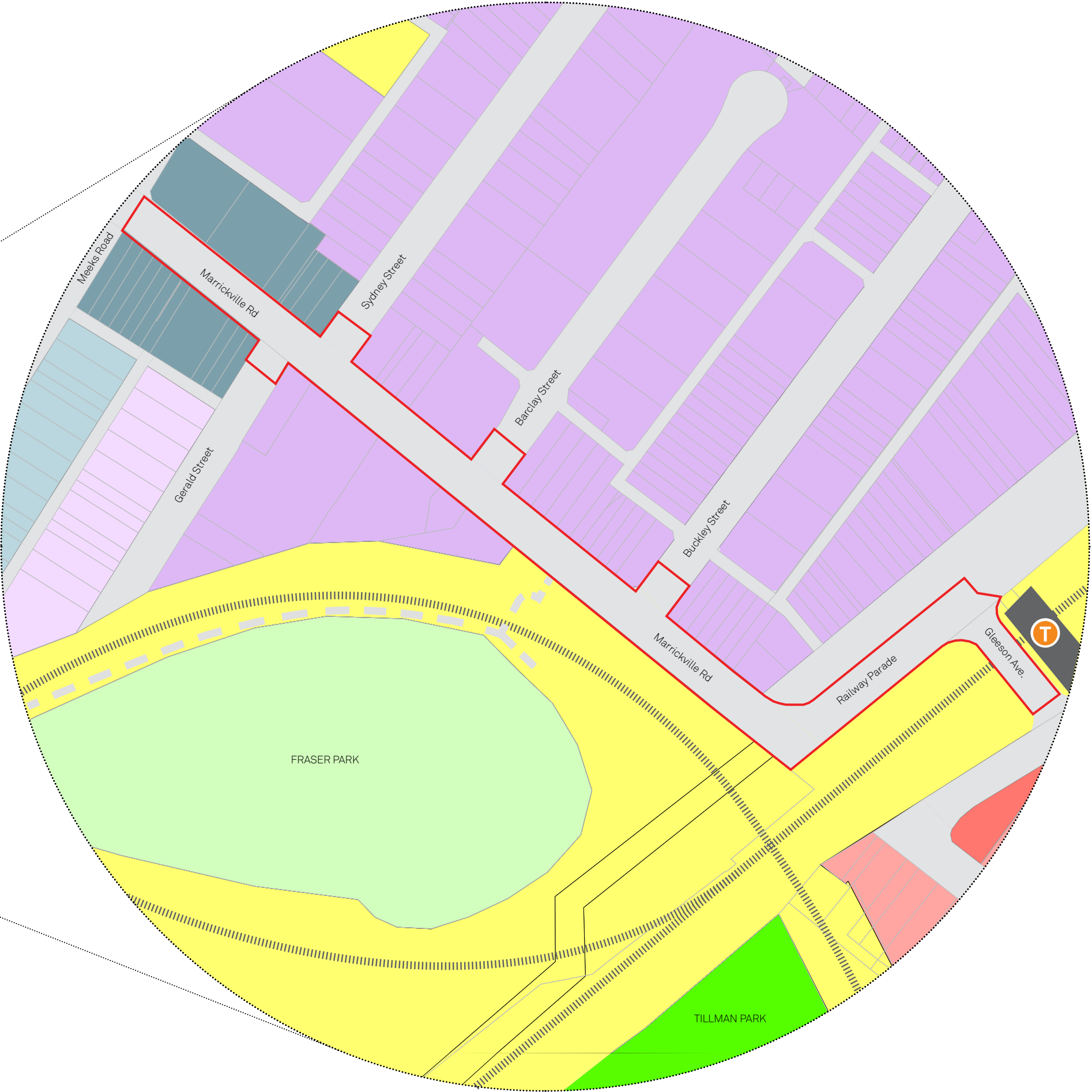
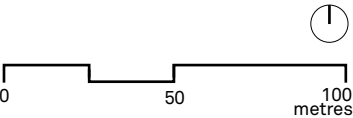
Zoning

The site in accordance with the existing former Marrickville LEP 2011 outlines the area north of the site is zone IN1 General Industrial and IN2 Light Industrial. The western end of the site along Marrickville Road is B5 business Development and the area near the railway line and Sydenham train station is SP2 Infrastructure.

Legend

-  Marrickville Road East Area
-  Project Scope
-  Sydenham Station
-  Train Line
-  Existing Service Road into Fraser Park

- | | |
|----------------------------|---|
| Business Development |  B5 |
| Enterprise Corridor |  B6 |
| General Industrial |  IN1 |
| Light Industrial |  IN2 |
| Low Density Residential |  R2 |
| Medium Density Residential |  R3 |
| Public Recreation |  RE1 |
| Private Recreation |  RE2 |
| Infrastructure |  SP2 |



02_ Site Analysis - Broader Context

Major Roads & Town Centres

The main roads and regional town centres have been mapped for context within the broader Inner West of Sydney.

Legend

Marrickville Road East Area

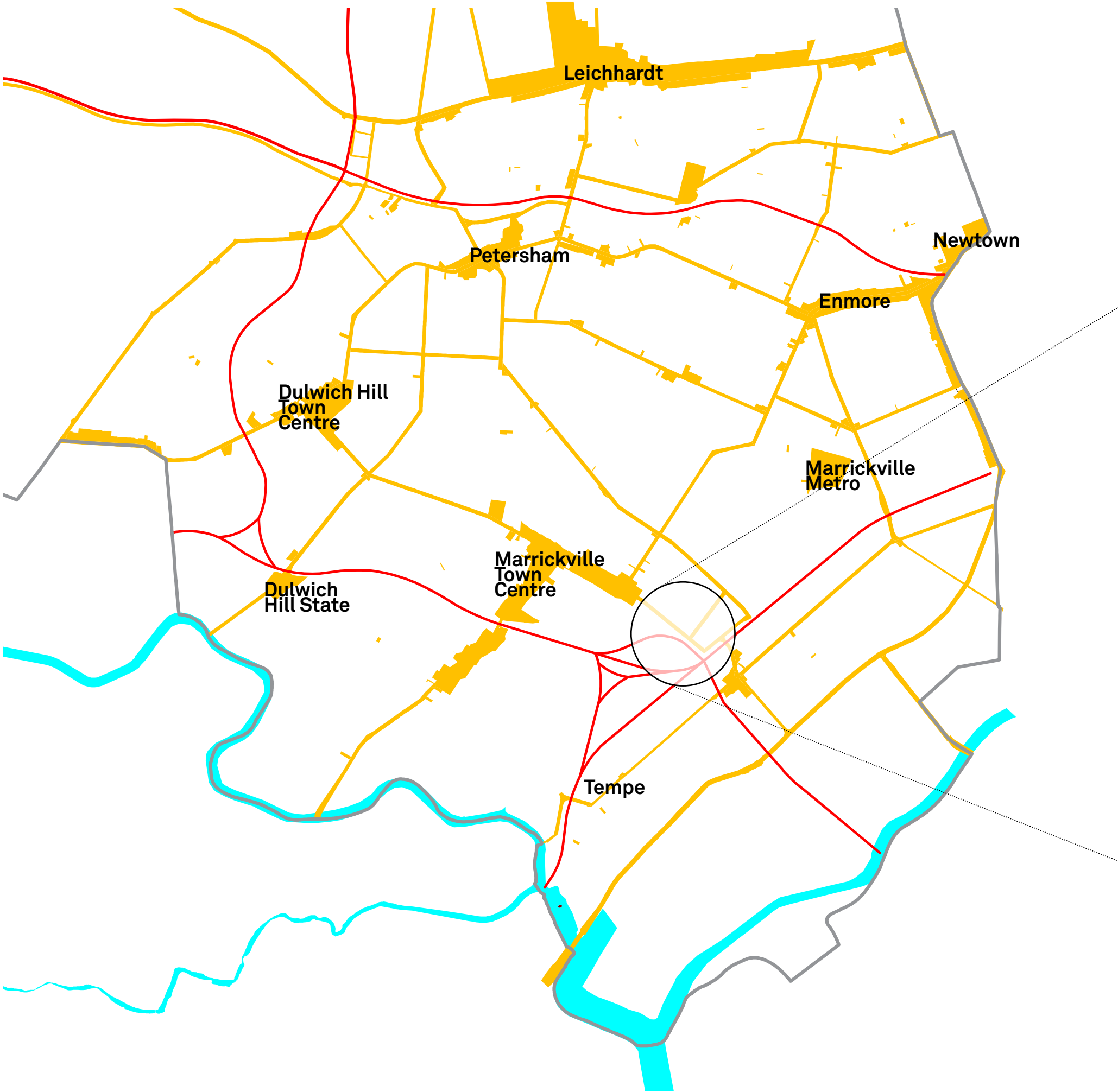
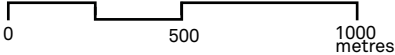
Train Line

Major Roads

Town Centres

Cooks River

Inner West Boundary

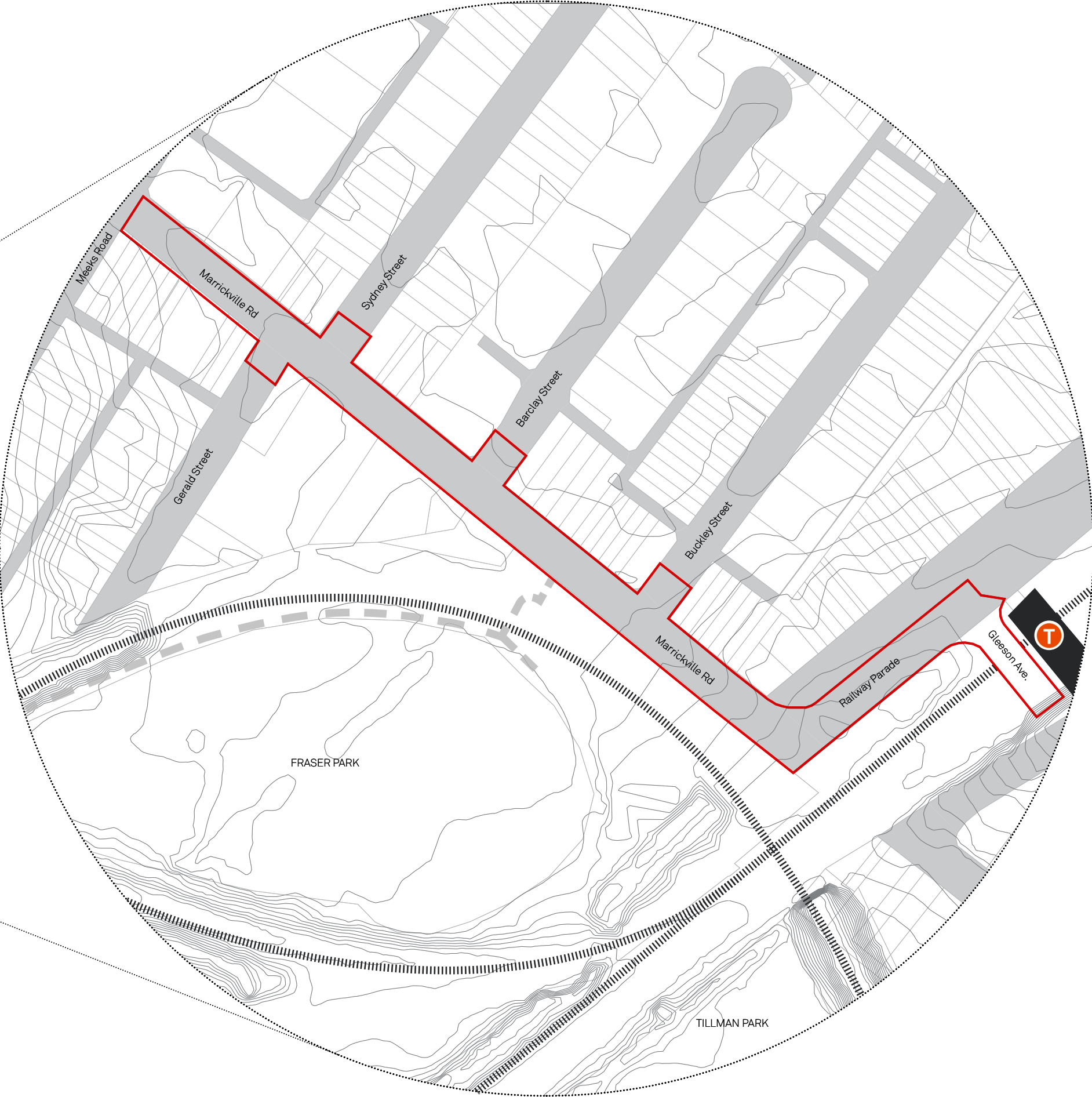


The study site with the major roads and town centre areas identified within the context of the Marrickville region.

02_ Site Analysis - Marrickville Road East

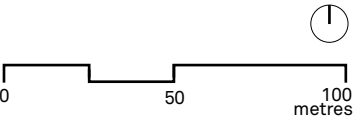
Half Meter Contours

The contours reveal that the biggest slope within the study area is located along Railway Parade, from the station down towards Marrickville Road East.



Legend

- Marrickville Road East Area
- Project Scope
- Sydenham Station
- 0.5 Meter Contours
- Train Line
- Existing Service Road into Fraser Park



02_ Site Analysis - Broader Context

Biodiversity

The map highlights Marrickville Road East within the broader Marrickville open space and priority biodiversity area context. The area has a well distributed network of parks which can be broadly classified in two:

1_ Urban
2_ River Parklands

The closest parks to the study area are Fraser Park, Tillman Park, Sydenham Green and Wicks Park. Except for Wicks Park, which is north-west of the site, the others are located to the south and south-east.

Legend

Train Line

Marrickville Road East Area

Major Roads

Parks

Biodiversity Priority Areas:
Locally Indigenous / Sydney
Basin Planting

Cooks River

Inner West Boundary

Local Native Plants for Verges in Biodiversity Streets

Plant species (continues in following page)

- Climbers

Hardenbergia violacea

Hibbertia scandens
- Sedges

Carex inversa

Cyperus gracilis

Ficinia nodosa

Isolepis inundata

Juncus usitatus

Schoenus melanostachys
- Ferns

Adiantum aethiopicum

Christella dentata

Hypolepis mulleri

Pteridium esculentum
- Grasses

Aristida vagans

Bothriochloa macra

Cymbopogon refractus

Dichelachne crinata

Echinopogon caespitosus

Entolasia marginata

Entolasia stricta

Eragrostis brownii

Imperata cylindrica

Microlaena stipoides

Oplismenus aemulus

Poa affinis

Rhytidosperma longifolia

Rhytidosperma tenuior

Themeda australi
- Groundcovers

Carpobrotus glaucescens

Centella asiatica

Commelina cynaea

Cotula australis

Dianella caerulea

Dichondra repens

Geranium homeanum

Glycine clandestina

Goodenia hederacea

Hibbertia diffusa

Hydrocotyle penduncularis

Lomandra longifolia

Pelargonium inodorum

Persicaria decipiens

Pimelea linifolia

Pomax umbellata

Pratia purpurascens

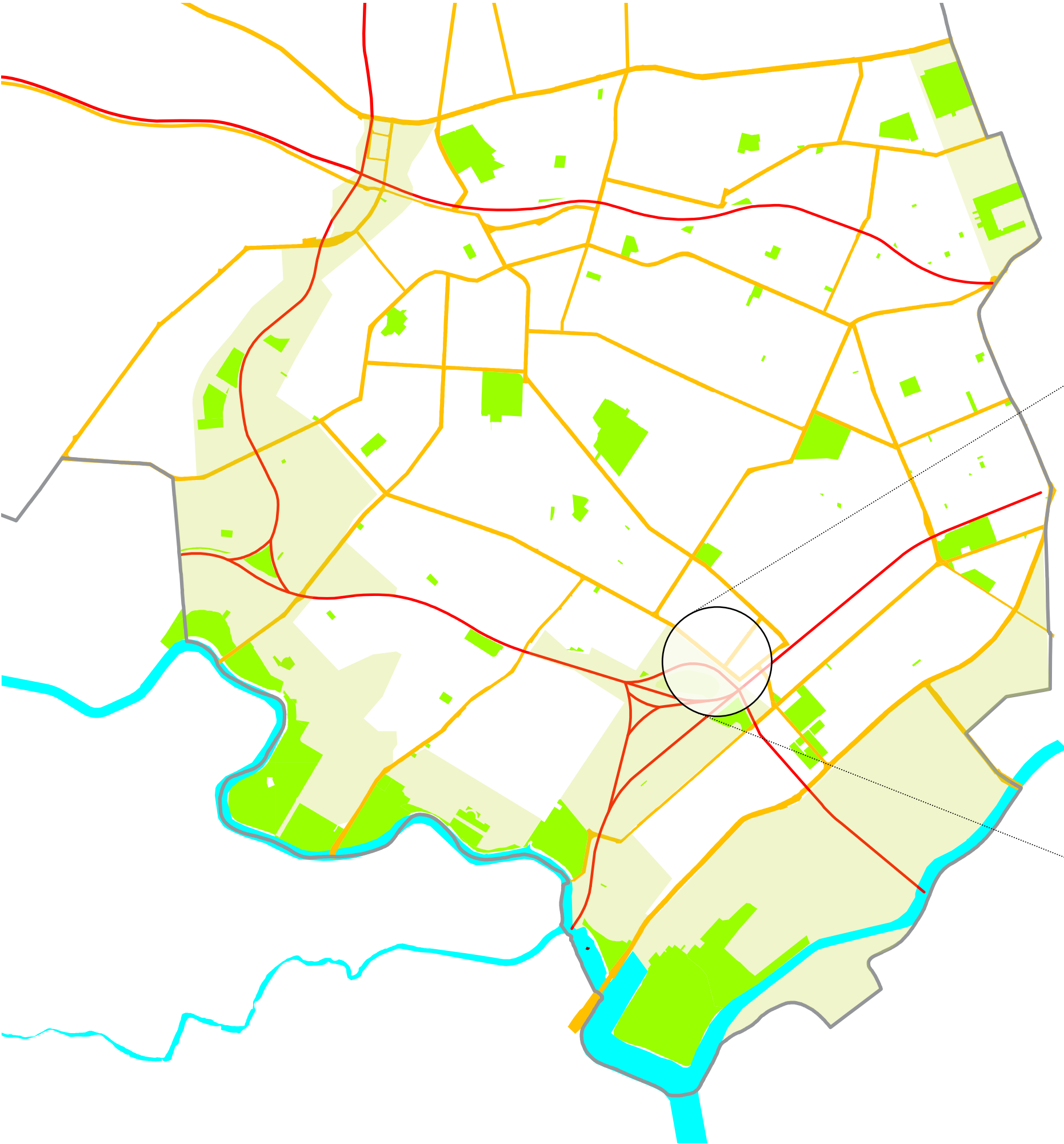
Senecio hispidulus

Veronica plebeia

Viola hederacea

Wahlenbergia gracilis

Xanthosia pilosa



The study site with the parks and biodiversity corridors within the context of the Marrickville region.

02_ Site Analysis - Marrickville Road East

Biodiversity

The southern boundary of the study site along Marrickville Road is highlighted as a 'Biodiversity Priority Area'. The rest of the site is nominated to form part of the 'Urban Habitat Mosaic'.

The former Marrickville Council Biodiversity Strategy 2011-2021 outlined Strategy 4.2.2 which aims to 'enhance local and regional connectivity for Biodiversity Values and Priority Biodiversity Areas' and this includes key directions to 'map opportunities for plantings of native shrubby plants in parks, streets...' and also to 'promote/support verge gardens... and other plantings throughout the Urban Habitat Mosaic'. Combined with the Marrickville Urban Forest Strategy 2011, this has resulted in a 2015 / 2016 trial to increase tree and understory vegetation in nine new tree pits along Railway Parade and Buckley Street.

A review of the trial in August 2016 proposed 10 recommendations for further implementations of these strategies:

- > Ongoing maintenance of the beds to be incorporated into general verge maintenance.
- > Council to consider continuing to densely (up to 8 plants /m2) plant mixed local species as understory in tree pits across Sydenham to increase the urban habitat mosaic. Where traffic is an issue, consider planting larger, more resilient plants such as Lomandra along the edges.
- > It is suggested that the Coordinator of Parks and Streetscapes is contacted to determine if a low barrier or border can be placed on the high side of Bed One as well as tough plantings such as Lomandra, and that the down pipe running from the adjacent building across Council owned land can be fixed. This may avoid soil and mulch loss during heavy rain.
- > New bed placement should consider truck and car movements and be made visible through barriers and staking.
- > Council rangers investigate the damage to trees and beds in Buckley St and Railway Parade.
- > Council's Tree Management Coordinator consider more durable staking for trees planted in high traffic areas.
- > More heat observations on verge plantings could be undertaken to assess the type of plantings that can reduce heat. Further local multi species plantings could be done in Sydenham to reduce the heat effect.
- > Businesses need to be engaged with any further plantings to ensure that the size and placement will work and to take into account local knowledge.
- > Consider placing a street bin near the corner of Bed 6 on Buckley St - note that the Waste Project Officer has a street bin available, and it should possibly include signs.

These recommendations shall be included in future works proposed along Marrickville Road East.



Plan of the parks and biodiversity corridors around the study area.

02_ Site Analysis - Broader Context

Heritage

The map outlines all heritage listed items within the south of the Inner West Council.

Legend

Marrickville Road East Area



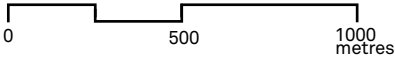
Heritage Items



Cooks River



Inner West Boundary



The study site with the heritage items within the context of the Marrickville region.

02_ Site Analysis - Marrickville Road East

Heritage

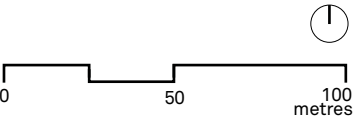
The brick retaining walls on both Railway Parade and Marrickville Road are of Local heritage significance. Constructed as part of the Bankstown railway in 1895, the walls act as retaining for the cut and fill required for the railway infrastructure. While the walls were commonly constructed for the railway, these are of local significance due to their height, size and location with the two walls forming an important streetscape element.

The Sydenham Railway Station inclusive of all platform buildings, awnings, parcel office, waiting shed, brick faced platforms, Gleeson Avenue overbridge and brick perimeter wall are of state heritage significance. The overbridge is a 1920s addition, but highlights the station development over time.



Legend

- Marrickville Road East Area
- Project Scope
- Sydenham Station
- Heritage Items
- Train Line
- Existing Service Road into Fraser Park



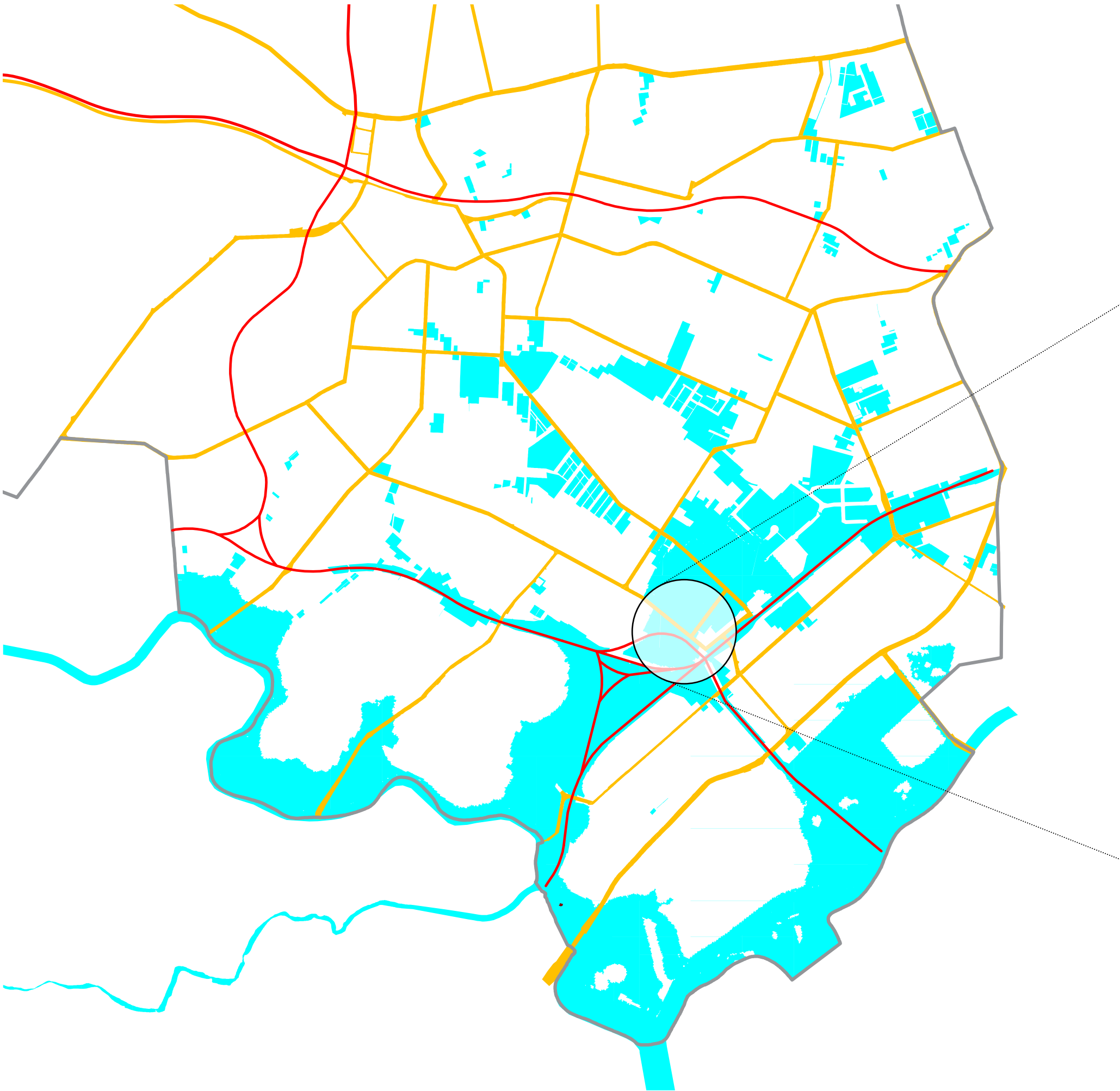
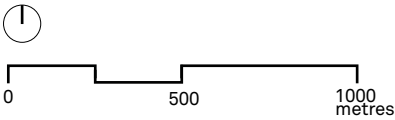
02_ Site Analysis - Broader Context

Flood Liable Land

The study area is part of the Cooks River catchment. The low part of the site along Marrickville Road was once part of the drained Gumbramorra Swamp. The map shows the 'Flood Liable Land' from the 2011 Development Control Plan (DCP). Flood Liable Land is detailed as land within a flood planning area, and land likely to be affected by the probable maximum flood (PMF) of the Cooks River. The map also includes the Flood Planning Area (overland flow). It identifies land in accordance with Council's flood tagging policy, which includes land likely to be affected by the 100-year flood overland flow event.

Legend

- Marrickville Road East Area
- Train Line
- Major Roads
- Flood Liable Lands
- Cooks River
- Inner West Boundary



The study site with flood liable lands within the context of the Marrickville region.

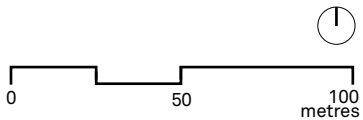
02_ Site Analysis - Marrickville Road East

Flooding Liable Land

The implementation of public domain upgrades along Marrickville Road, must consider the requirements within Chapter 2.22 Flood Management within the DCP 2011. In general, items including depth and nature of possible floodwater, flood classification of the area and the risk proposed by floodwaters. Streetscape works shall not increase the flood hazard or risk to properties.



- ### Legend
- Marrickville Road East Area
 - Project Scope
 - Sydenham Station
 - Flooding Liable Land
 - Train Line
 - Existing Service Road into Fraser Park



02_ Site Analysis - Broader Context

Acid Sulphate Soils

Acid sulphate soils have been classified based on the likelihood of the acid sulphate soils being present in particular areas and at certain depths.

There are five classifications:

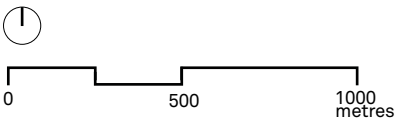
Class 1
Acid sulphate soils in a class 1 area are likely to be found on and below the natural ground surface. Any works* will trigger the requirement for development consent.

Class 2
Acid sulphate soils in a class area are likely to be found below the natural ground surface. Any works* beneath the natural ground surface, or works* which are likely to lower the water table, will trigger the requirement for development consent.

Class 3
Acid sulphate soils in a class 3 area are likely to be found beyond 1 metre below the natural ground surface. Any works* that extend beyond 1 metre below the natural ground surface, or works 2 which are likely to lower water table beyond 1 metre below the natural ground surface, will trigger the requirement for development consent.

Legend

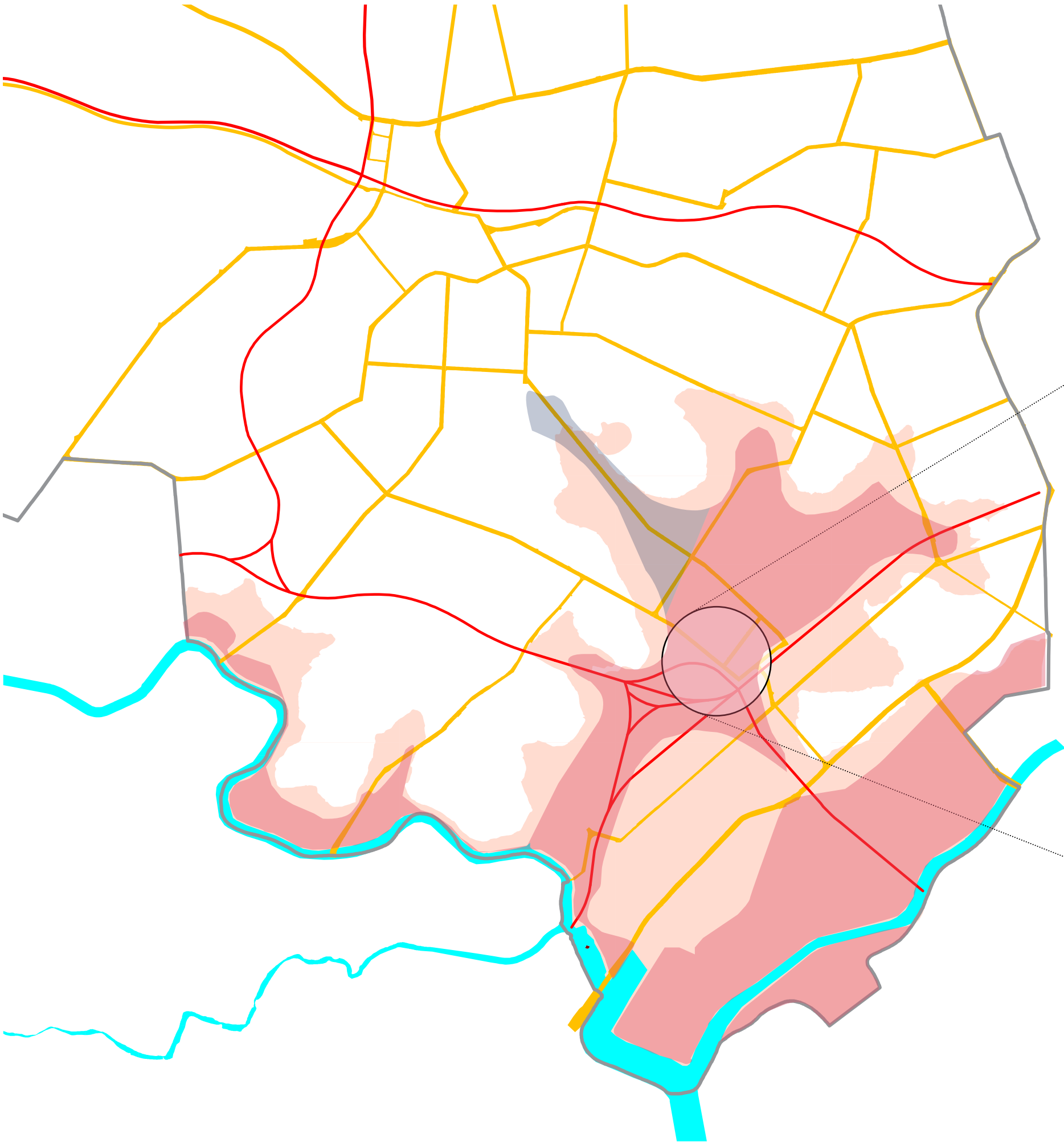
- Marrickville Road East Area
- Train Line
- Major Roads
- Acid Sulphate Soils - CLASS 2
- Acid Sulphate Soils - CLASS 4
- Acid Sulphate Soils - CLASS 5
- Cooks River
- Inner West Boundary



Class 4
Acid sulphate soils in a class 4 area are likely to be found beyond 2 metres below the natural ground surface. Any works* that extend beyond 2 metres below the natural ground surface, or works* which are likely to lower the water table beyond 2 metres below the natural ground surface, will trigger the requirement for development consent.

Class 5
Acid sulphate soils are not typically found in Class 5 areas. Areas classified as Class 5 are located within 500 metres on adjacent class 1,2,3 or 4 land. Works* in a class 5 area that are likely to lower the water table below 1 metre Australian Height Datum on adjacent class 1, 2, 3 or 4 land will trigger the requirement for development consent.

Note: * 'Work' is defined as any works that disturb more than one (1) tonne of soil, or lower the water table.



The study site with acid sulphate soils identified within the context of the Marrickville region.

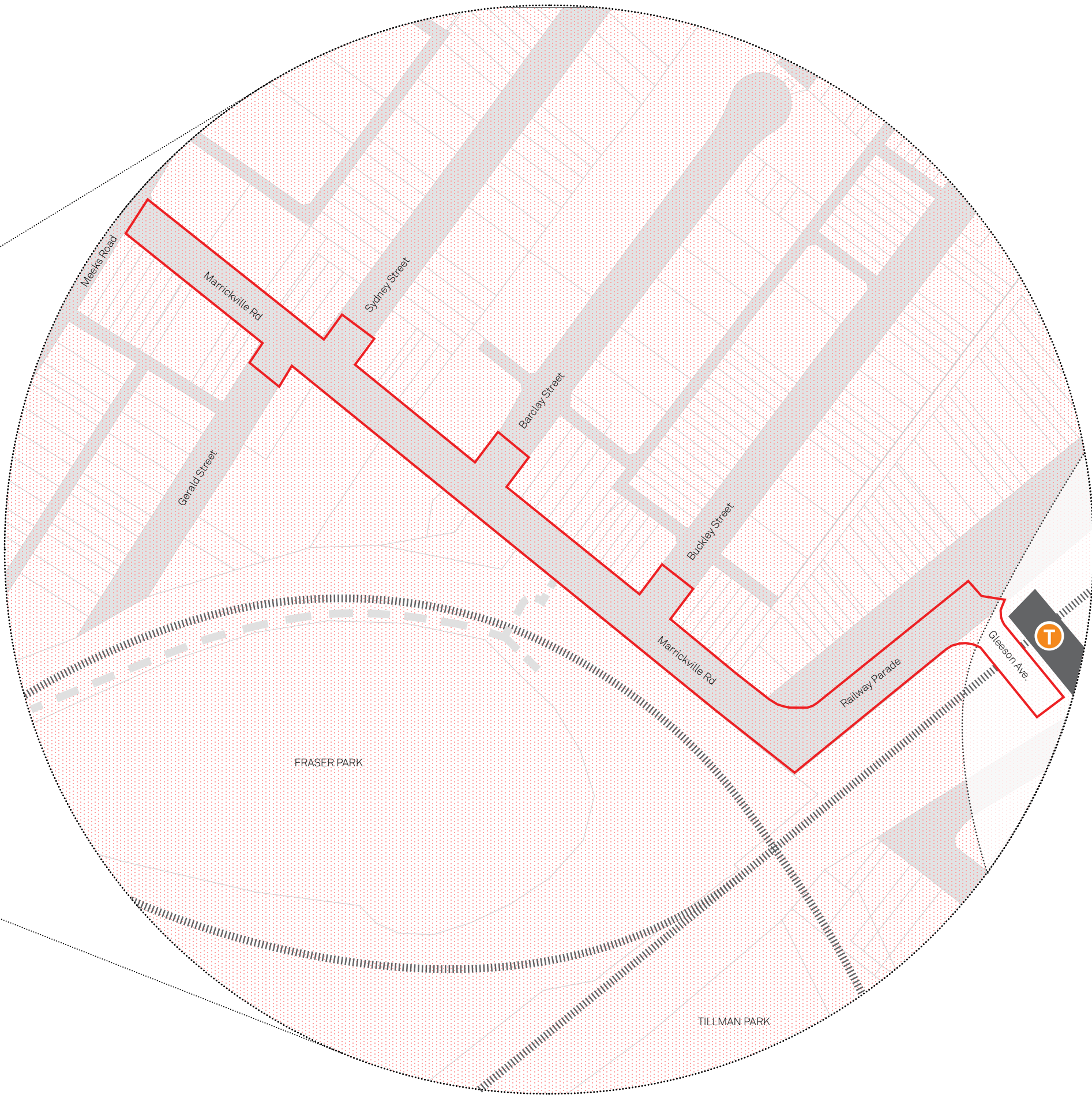
02_ Site Analysis - Marrickville Road East

Acid Sulphate Soils

The map shows almost the entire scope area is classified as Class 2:

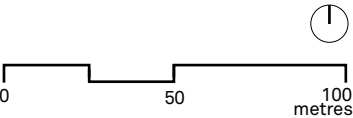
Acid sulphate soils in a class 2 area mean Acid Sulphate Soils are likely to be found below the natural ground surface.

Excavation beneath the natural ground surface, or works which are likely to lower the water table, will trigger the requirement for development consent.



Legend

- Marrickville Road East Area
- Project Scope
- Sydenham Station
- CLASS 2 - Acid Sulphate Soils
- CLASS 5 - Acid Sulphate Soils
- Train Line



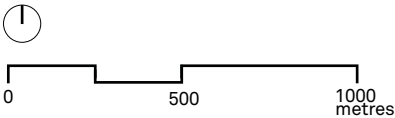
02_ Site Analysis - Broader Context

Bicycle network

The site connects with regional cycle links heading west through Marrickville into Dulwich hill. Nearby connections head north along Sydney Street towards Enmore and Newtown, and south connecting to the Cooks River cycleway via Meeks Road. Cycle link east connected to major routes along Unwins Bridge Road and those heading east to the Alexandria Canal.

Legend

- Marrickville Road East Area
- Existing Cycle Routes
- Suggested Cycle Routes
- Cooks River
- Inner West Boundary



The study site with identified bicycle routes across the Marrickville region.

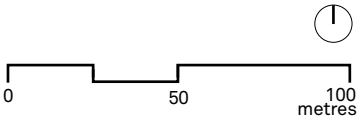
02_ Site Analysis - Marrickville Road East

Bicycle network

The cycle link along Marrickville Road is currently a combination of on and off road cycle routes including footpath shared zones. Currently bicycle users are in conflict with pedestrians on the southern side of Marrickville Road; where poor form street trees, driveways and shop fronts combined with sections of narrow footpath to constrain the safe use of the pathway area. A detailed cycle study of the configuration of the route is occurring concurrently with the Marrickville East project. Each project group is collaborating on the project outcomes.



- Legend
- Marrickville Road East Area
 - Project Scope
 - Existing Cycle Routes
 - Suggested Cycle Routes
 - Sydenham Station
 - Train Line
 - Existing Service Road into Fraser Park



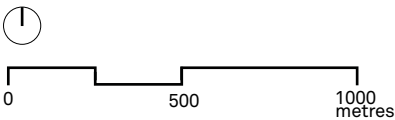
02_ Site Analysis - Broader Context

Main Walking Routes

All streets within the site are mapped as part of the former Marrickville Council's walkable Streets Network. Both Marrickville and Sydenham railway stations are pedestrian attractors, particularly for commuters to the city. The catchments for these stations extend well beyond the site, and overlap with each other.

Legend

- Marrickville Road East Area
- Main Walking Routes
- Cooks River
- Inner West Boundary
- 400m walking catchment
- 800m walking catchment
- Train Station



The study site with identified walking routes across the Marrickville region.

02_ Site Analysis - Marrickville Road East

Main Walking Routes

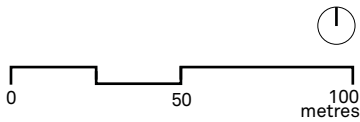
Both sides of the road provide accessible pathways along Marrickville Road, Railway Parade and Gleeson Avenue. The southern side of Marrickville Road however appears more popular, potentially due to the less number of roads that are required to be crossed when walking the street. Both sides of the road lack basic pedestrian amenity items and are impacted severely by the speed, volume and size of vehicles using the thoroughfare. The section from Gleeson Avenue to Buckley Street is particularly impacted as it acts as a key urban connector for industrial vehicles. Both sides of the road are also dominated by expanses of concrete with limited shade. Street trees of poor form constrict the footpath at various locations, however is worst along the southern side of Marrickville Road East.

Legend

- Marrickville Road East Area
- Project Scope
- Main Walking Routes
- Sydenham Station
- Train Line
- Existing Service Road into Fraser Park



Plan of the identified walking routes through and around the study area.



02_ Site Analysis - Broader Context

Traffic Accidents

Black dots represent the accidents that occurred over the last 5 years in the southern area of the Inner West Council.

While many are concentrated along major roads, the map highlights the smaller streets also host a number of traffic accidents.

Legend

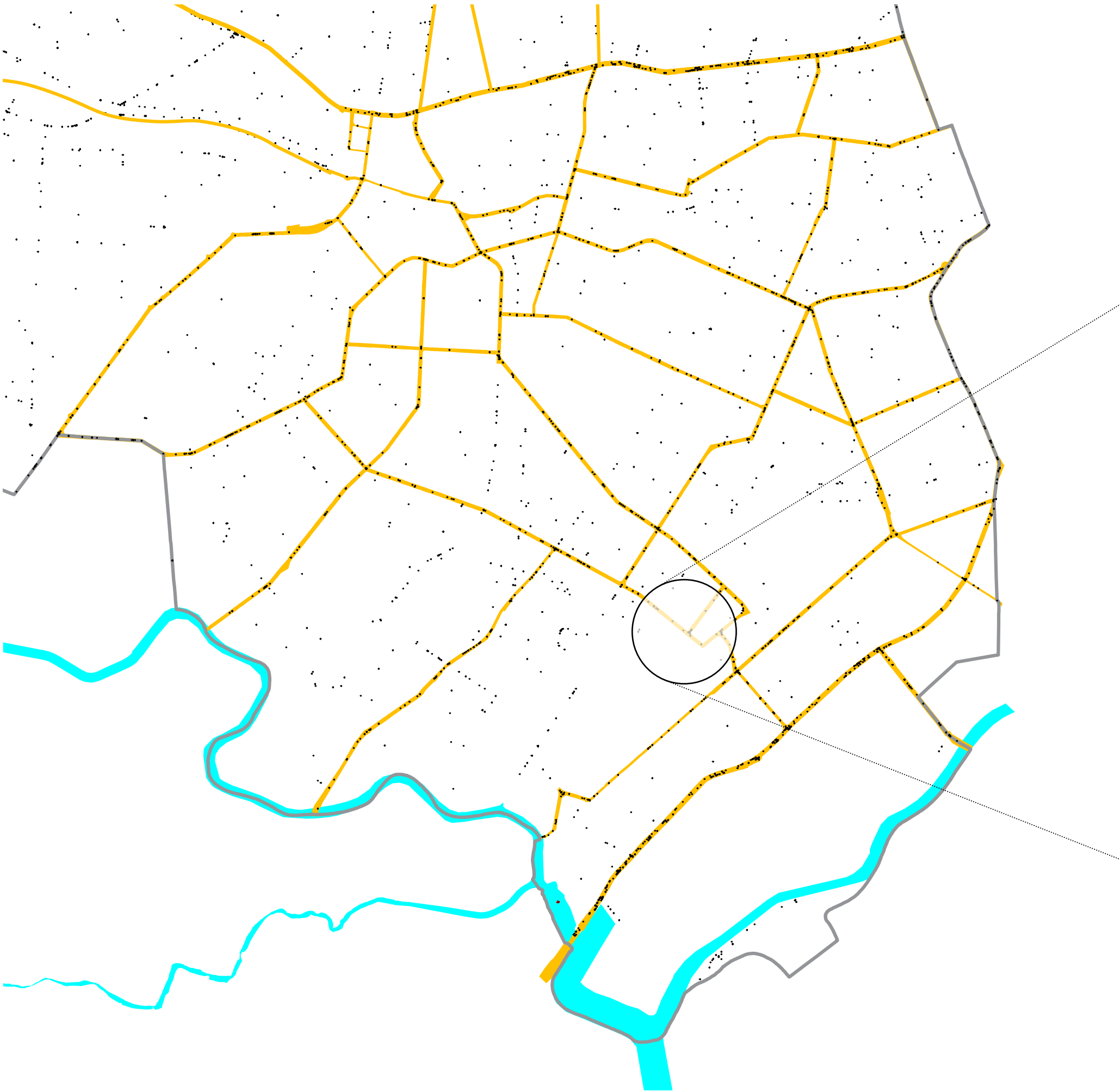
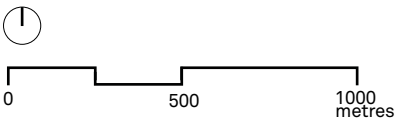
Marrickville Road East Area

Major Roads

Traffic Accidents

Cooks River

Inner West Boundary

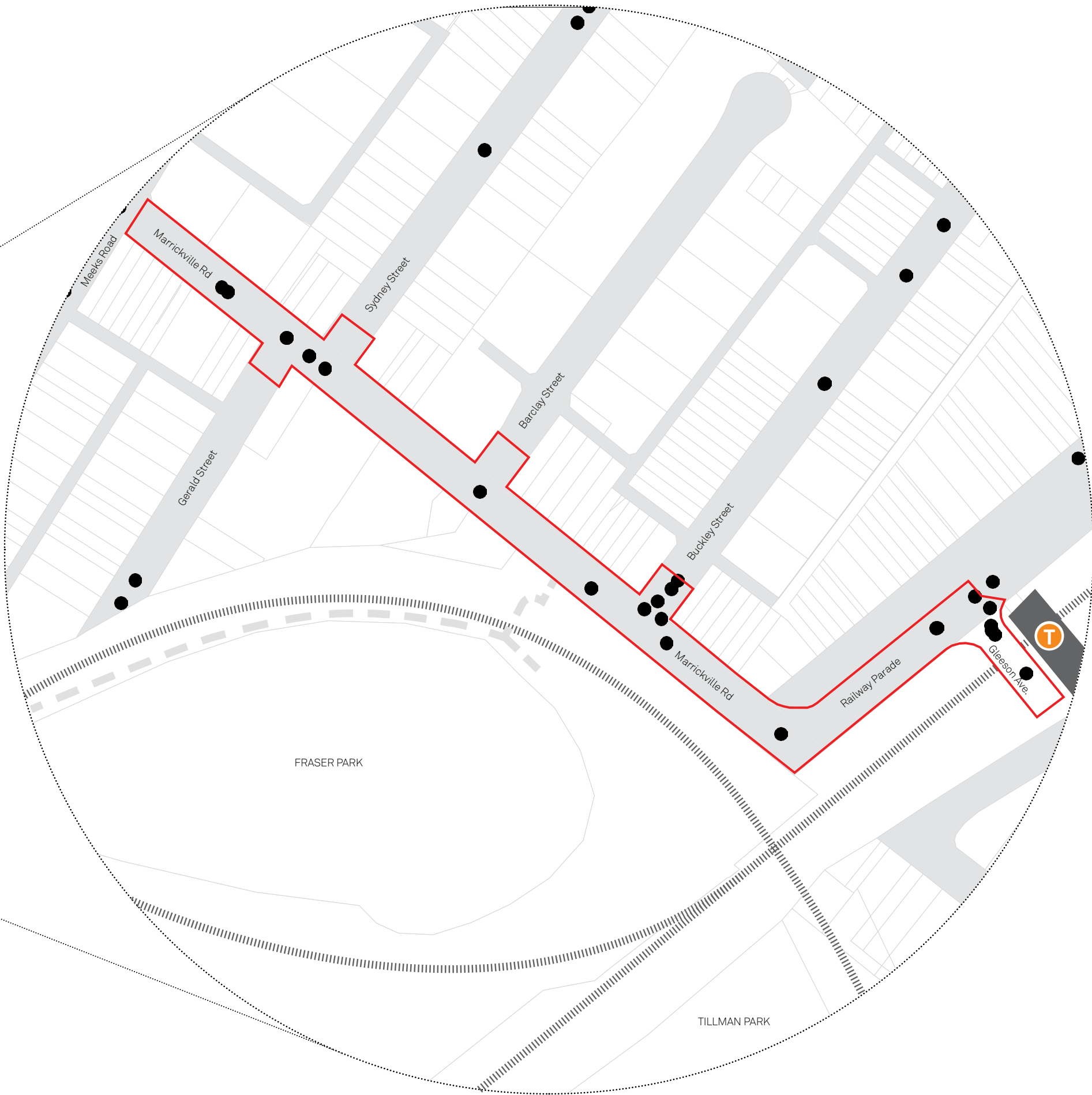


The study site with vehicle accidents across the Marrickville region.

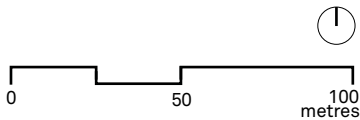
02_ Site Analysis - Marrickville Road East

Traffic Accidents

The location of traffic accidents are highlighted within the study area. The congregation of accidents highlights places of conflict and should be the focus of improving the street environment to make it safe for all users. Mapping the location of accidents highlights that traffic accidents in the study area mostly occurred at road intersections.



- ### Legend
- Marrickville Road East Area
 - Project Scope
 - Traffic Accident
 - Sydenham Station
 - Train Line
 - Existing Service Road into Fraser Park



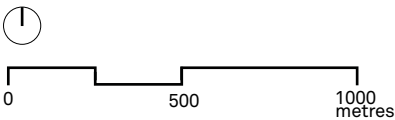
02_ Site Analysis - Broader Context

Bus Stops

The study site road system accommodates bus transport as part of the greater public transport network across the LGA. The M30, 418 and 425 buses operated by transport for NSW travel along Railway and Marrickville Roads.

Legend

- Marrickville Road East Area
- Major Roads
- Bus Stops
- Cooks River
- Inner West Boundary
- 400m walking catchment
- 800m walking catchment

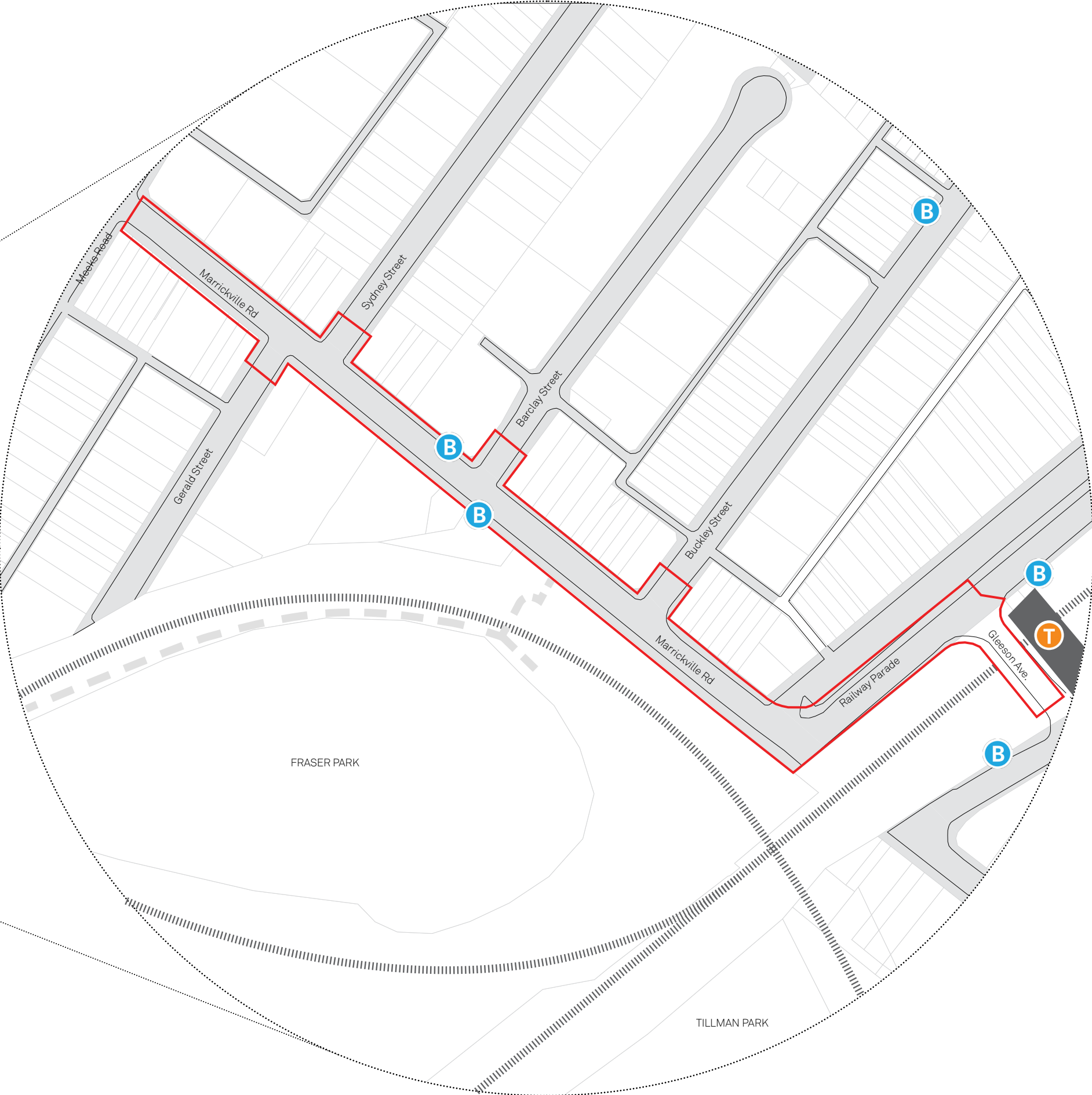


The study site with bus routes across the Marrickville region.

02_ Site Analysis - Marrickville Road East

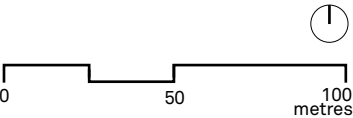
Bus Stops

The M30, 418 and 425 buses have one stop in each direction within the study area.



Legend

- Marrickville Road East Area
- Project Scope
- Bus Stops
- Kerb Line
- Sydenham Station
- Train Line
- Existing Service Road into Fraser Park



02_ Site Analysis - Marrickville Road East

Traffic & Parking

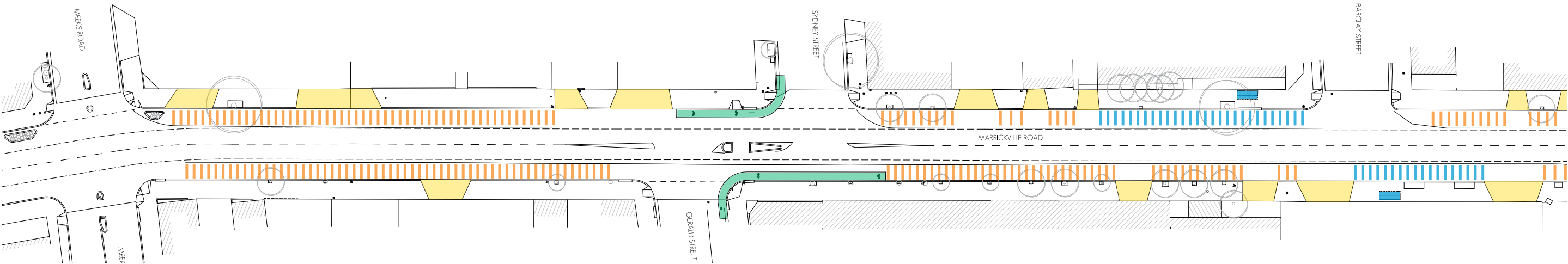
The streets include a number of existing constraints that cannot be altered without serious impact to the existing use of the street. Key constraints that have been identified within the site include:

- > Driveway width and locations;
- > Bus stop locations;
- > Bus clearway requirements; and
- > AusRoad sightline requirements at intersections.

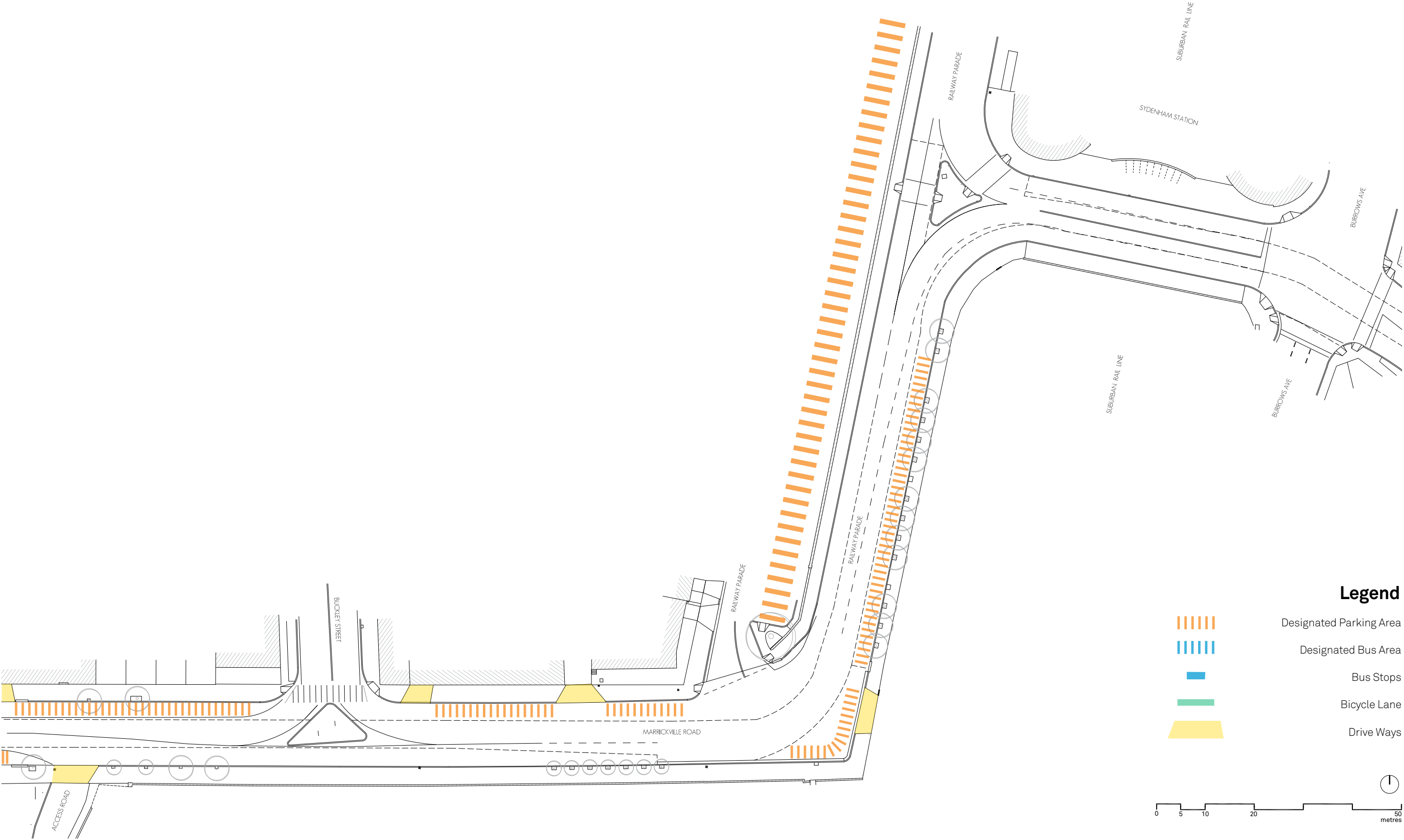
Each of the existing conditions have been mapped on plans to ascertain the existing street conditions.

Legend

- Designated Parking Area
- Designated Bus Area
- Bus Stops
- Bicycle Lane
- Drive Ways



Street elements along Marrickville Road East, Railway Parade and Gleeson Avenue.



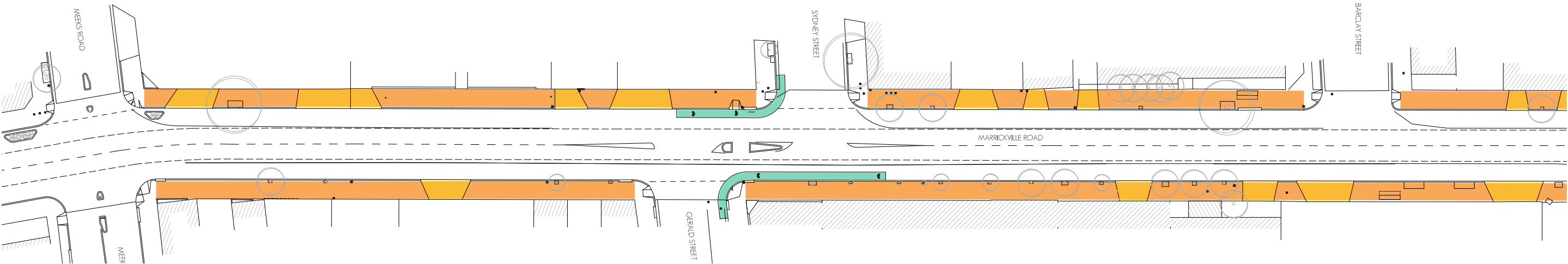
02_ Site Analysis - Marrickville Road East

Pedestrian footpaths

Pathway width has a significant impact on design outcomes along a streetscape. The pathway width plan captures the typologies of the existing street including width within the study area. This has been used to analyse what can occur along the street in the different design options.

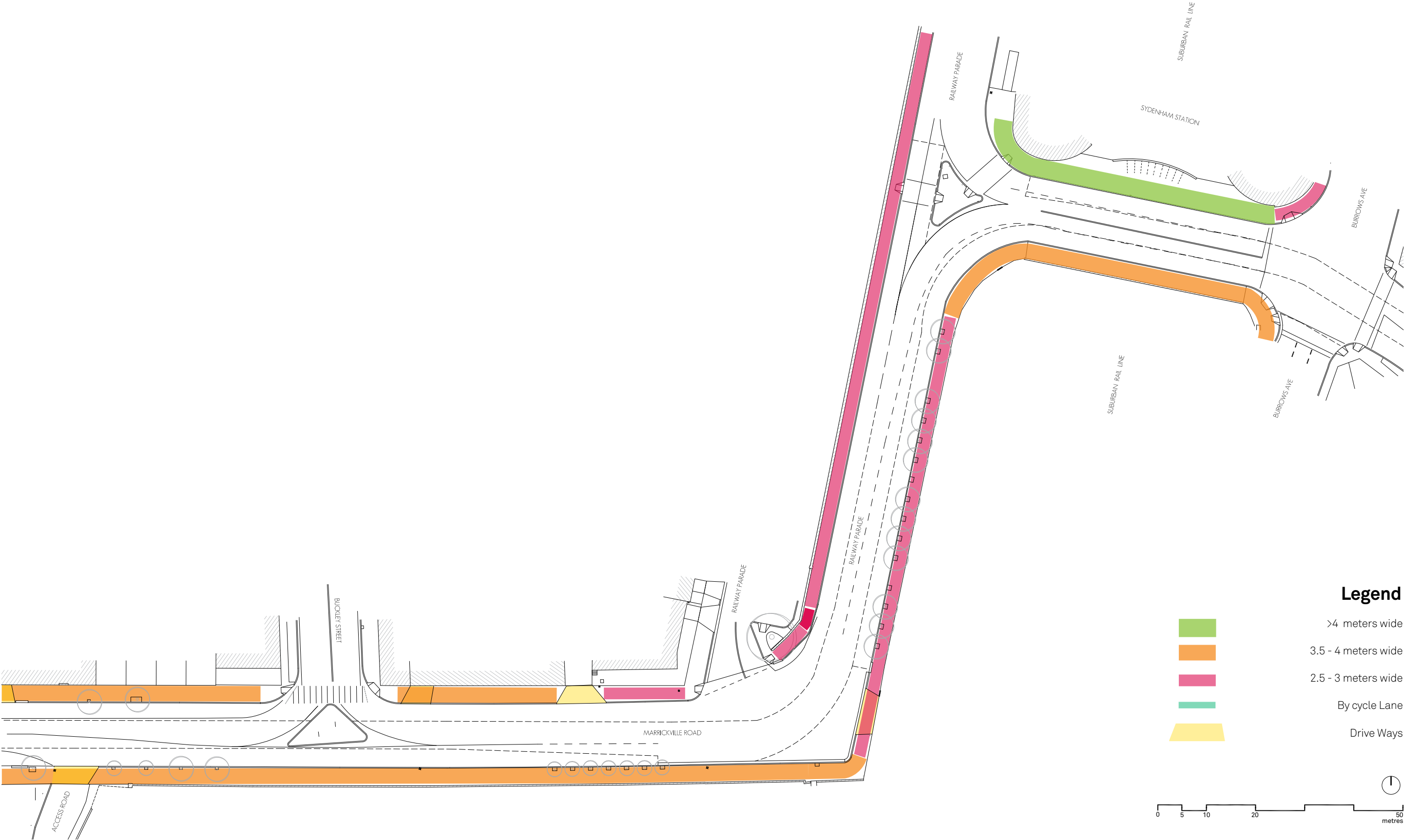
Legend

- >4 meters wide
- 3.5 - 4 meters wide
- 2.5 - 3 meters wide
- Bicycle Lane
- Drive Ways



Footpath typologies along Marrickville Road East, Railway Parade and Gleeson Avenue.

02_ Site Analysis - Marrickville Road East



02_ Site Analysis - Marrickville Road East

Existing Trees

All existing trees have been mapped with data including: Botanical name, common name, height, spread and general age recorded for analysis.

All trees have been assessed on site. A retention value has been assigned to each one tree.

Legend

- High Retention Value
- Medium Retention Value
- Low Retention Value

- 01

Asset Number: TRS29201

Botanical Name: *Eucalyptus melliodora*

Height: 8m

Canopy Spread: 6m

DBH: 30cm

Age: Mature
- 02 / 02a

Asset Number: TRS28869

Botanical Name: *Tristaniopsis laurina*

Height: 4m

Canopy Spread: 5m

DBH: 18cm

Age: Mature
- 03

Asset Number: TRS28868

Botanical Name: *Tristaniopsis laurina*

Height: 3m

Canopy Spread: 3m

DBH: 13cm

Age: Mature
- 04

Asset Number: TRS29137

Botanical Name: *Auranticarpa rhombifolia*

Height: 4m

Canopy Spread: 1m

DBH: 10cm

Age: Semi Mature

- 05

Asset Number: TRS28924

Botanical Name: *Tristaniopsis laurina*

Height: 2m

Canopy Spread: 1m

DBH: 3cm

Age: Young
- 06

Asset Number: TRS28923

Botanical Name: *Tristaniopsis laurina*

Height: 2m

Canopy Spread: 1m

DBH: 3cm

Age: Young
- 07

Asset Number: TRS29138

Botanical Name: *Callistemon salignus*

Height: 7m

Canopy Spread: 5m

DBH: 35cm

Age: Mature
- 08

Asset Number: TRS28925

Botanical Name: *Tristaniopsis laurina*

Height: 5m

Canopy Spread: 4m

DBH: 25

Age: Mature

- 09

Asset Number: TRS28924

Botanical Name: *Tristaniopsis laurina*

Height: 2m

Canopy Spread: 1m

DBH: 3cm

Age: Young
- 10

Asset Number: TRS28921

Botanical Name: *Tristaniopsis laurina*

Height: 4m

Canopy Spread: 3m

DBH: 21cm

Age: Mature
- 11

Asset Number: TRS28926

Botanical Name: *Tristaniopsis laurina*

Height: 6m

Canopy Spread: 4m

DBH: 18cm

Age: Mature
- 12

Asset Number: TRS28920

Botanical Name: *Tristaniopsis laurina*

Height 4m

Canopy Spread 4m

DBH 19cm

Age: Mature
- 13

Asset Number: TRS28919

Botanical Name: *Tristaniopsis laurina*

Height: 5m

Canopy Spread 4m

DBH: 20cm

Age: Mature
- 14

Asset Number: TRS28918

Botanical Name: *Tristaniopsis laurina*

Height: 5m

Canopy Spread: 5m

DBH: 24cm

Age: Mature

- 15

Asset Number: TRS28917

Botanical Name: *Tristaniopsis laurina*

Height: 4m

Canopy Spread: 3m

DBH: 17cm

Age: Mature
- 16 / 16b

Asset Number: TRS28916

Botanical Name: *Tristaniopsis laurina*

Height: 5m

Canopy Spread: 6m

DBH: 25cm

Age: Mature
- 17

Asset Number: TRS28927

Botanical Name: *Eucalyptus mannifera*

Height: 15m

Canopy Spread: 44m

DBH: 60cm

Age: Mature
- 18

Asset Number: TRS28928

Botanical Name: *Tristaniopsis laurina*

Height: 5m

Canopy: Spread 4m

DBH: 24cm

Age: Mature
- 19

Asset Number: TRS28911

Botanical Name: *Tristaniopsis laurina*

Height: 5m

Canopy Spread: 4m

DBH: 17cm

Age: Mature
- 20

Asset Number: TRS28929

Botanical Name: *Tristaniopsis laurina*

Height: 4m

Canopy Spread: 2m

DBH: 14cm

Age: Mature

- 21 / 21a / 21b

Asset Number: N/A

Botanical Name *Macadamia Integrifolia*

Height 1m

Canopy Spread 0.5m

DBH 2cm

Age Young
- 22

Asset Number TRS28930

Botanical Name *Tristaniopsis laurina*

Height 2m

Canopy Spread 1m

DBH 5cm

Age Semi Mature
- 23

Asset Number TRS28909

Botanical Name *Tristaniopsis laurina*

Height 2

Canopy Spread 1

DBH 1cm

Age Young
- 24

Asset Number TRS28908

Botanical Name *Melaleuca bracteata*

Height 5m

Canopy Spread 7m

DBH 26cm

Age Mature
- 25

Asset Number TRS28907

Botanical Name *Melaleuca bracteata*

Height 5m

Canopy Spread 4m

DBH 20cm

Age Mature
- 26

Asset Number TRS28906

Botanical Name *Stenocarpus sinuatus*

Height 4m

Canopy Spread 1m

DBH 4cm

Age Young

- 27

Asset Number: TRS28905

Botanical Name: *Stenocarpus sinuatus*

Height: 3m

Canopy Spread: 1m

DBH: 5cm

Age: Young
- 28

Asset Number: TRS28904

Botanical Name: *Stenocarpus sinuatus*

Height: 3m

Canopy Spread: 1m

DBH: 4cm

Age: Young
- 29

Asset Number: TRS28903

Botanical Name: *Stenocarpus sinuatus*

Height: 3m

Canopy Spread: 1m

DBH: 4cm

Age: Young
- 30

Asset Number: TRS28902

Botanical Name: *Stenocarpus sinuatus*

Height: 3m

Canopy Spread: 1m

DBH: 4cm

Age: Young
- 31

Asset Number: TRS28901

Botanical Name: *Stenocarpus sinuatus*

Height: 3m

Canopy Spread: 1m

DBH: 3cm

Ag: Young
- 32

Asset Number: TRS28900

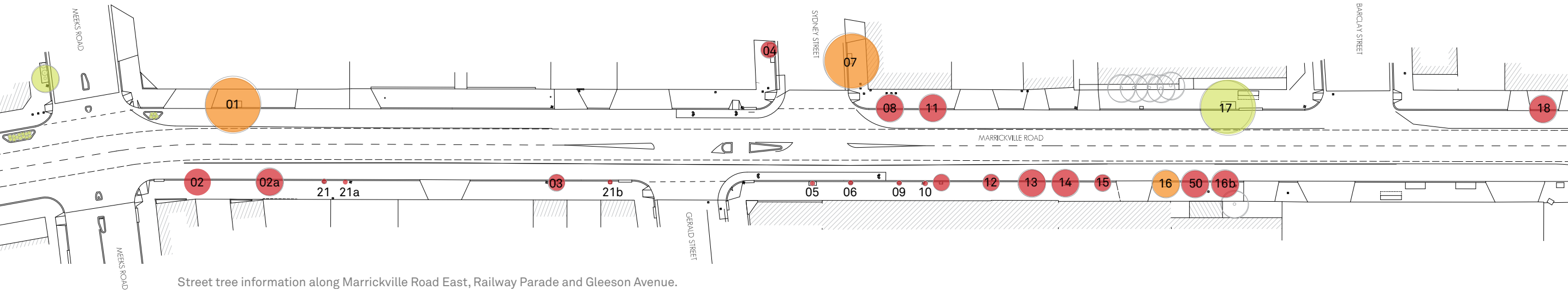
Botanical Name: *Stenocarpus sinuatus*

Height: 4m

Canopy Spread: 1m

DBH: 5cm

Age: Young



Street tree information along Marrickville Road East, Railway Parade and Gleeson Avenue.

02_ Site Analysis - Marrickville Road East

33
Asset Number: TRS28899
Botanical Name: *Stenocarpus sinuatus*
Height: 2m
Canopy Spread: 1m
DBH: 2cm
Age: Young

34
Asset Number: TRS28898
Botanical Name: *Stenocarpus sinuatus*
Height: 3m
Canopy Spread: 1m
DBH: 2cm
Age: Young

35
Asset Number: TRS28897
Botanical Name: *Stenocarpus sinuatus*
Height: 2m
Canopy Spread: 1m
DBH: 1cm
Age: Young

36
Asset Number: TRS28896
Botanical Name: *Stenocarpus sinuatus*
Height: 2m
Canopy Spread: 1m
DBH: 3cm
Age: Young

37
Asset Number: TRS28931
Botanical Name: *Robinia pseudoacacia*
Height: 7m
Canopy Spread: 10m
DBH: 39cm
Age: Mature

38
Asset Number: TRS28895
Botanical Name: *Lophostemon confertus*
Height: 3m
Canopy Spread: 2m
DBH: 12cm
Age: Semi Mature

39
Asset Number: TRS28894
Botanical Name: *Syzygium australe*
Height: 1m
Canopy Spread: 1m
DBH: 2cm
Age: Young

40
Asset Number: TRS28893
Botanical Name: *Lophostemon confertus*
Height: 4m
Canopy Spread: 2m
DBH: 12cm
Age: Semi Mature

41
Asset Number: TRS28892
Botanical Name: *Syzygium australe*
Height: 1m
Canopy Spread: 1m
DBH: 2cm
Age: Young

42
Asset Number: TRS28891
Botanical Name: *Lophostemon confertus*
Height: 4m
Canopy Spread: 2m
DBH: 16cm
Age: Semi Mature

43
Asset Number: TRS28890
Botanical Name: *Syzygium australe*
Height: 1m
Canopy Spread: 1m
DBH: 1cm
Age: Young

44
Asset Number: TRS28889
Botanical Name: *Lophostemon confertus*
Height: 4m
Canopy Spread: 2m
DBH: 8cm
Age: Semi Mature

45
Asset Number: TRS28888
Botanical Name: *Lophostemon confertus*
Height: 4m
Canopy Spread: 2m
DBH: 16cm
Age: Semi Mature

46
Asset Number: TRS28887
Botanical Name: *Syzygium australe*
Height: 1m
Canopy Spread: 1m
DBH: 1cm
Age: Young

47
Asset Number: TRS28886
Botanical Name: *Lophostemon confertus*
Height: 4m
Canopy Spread: 2m
DBH: 8cm
Age: Semi Mature

48 / 48b
Asset Number: TRS28885
Botanical Name: *Syzygium australe*
Height: 1m
Canopy Spread: 1m
DBH: 1cm
Age: Young

49
Asset Number: TRS28884
Botanical Name: *Lophostemon confertus*
Height: 3m
Canopy Spread: 2m
DBH: 8cm
Age: Semi Mature

50
Asset Number: N/A
Botanical Name: *Schefflera actinophylla*
Height: 4m
Canopy Spread: 2m
DBH: 8cm
Age: Semi Mature



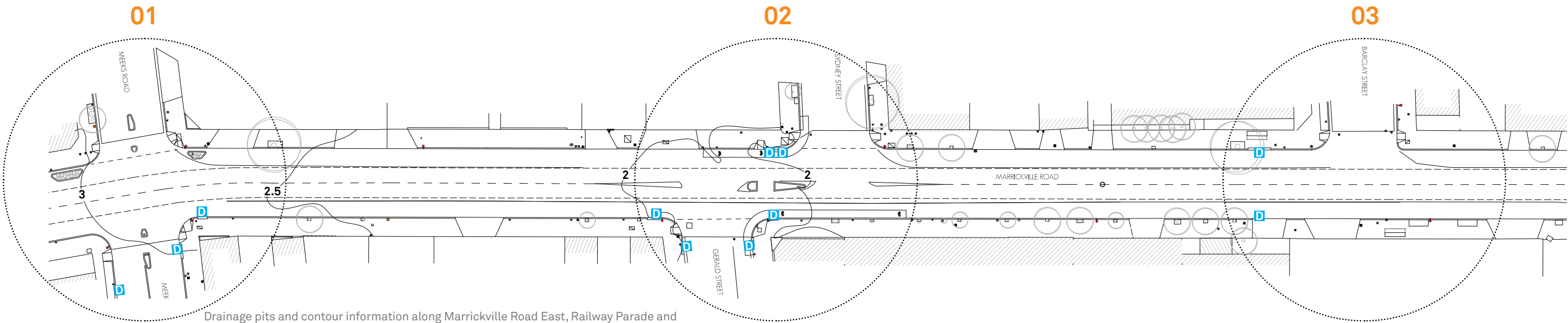
02_ Site Analysis - Marrickville Road East

Contours & Rain Water

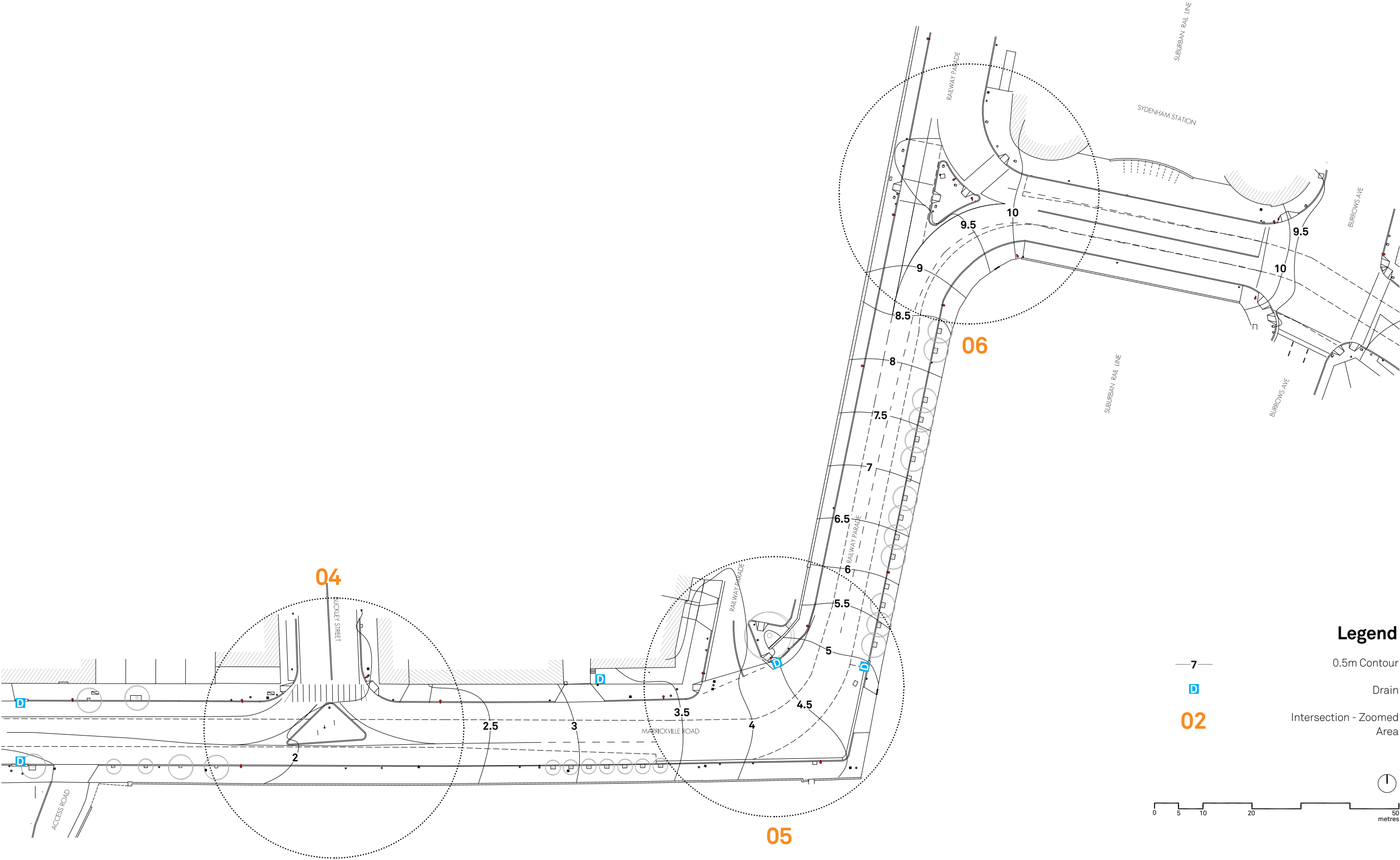
The site slope and drainage pit locations have been mapped to design the street, including water sensitive urban design elements. All existing pits have been retained and used in the final design options.

Legend

- 0.5m Contour — 7 —
- Drain D
- Intersection - Zoomed Area 02



02_ Site Analysis - Marrickville Road East



02_ Site Analysis - Marrickville Road East

Infrastructure_ Street Intersections

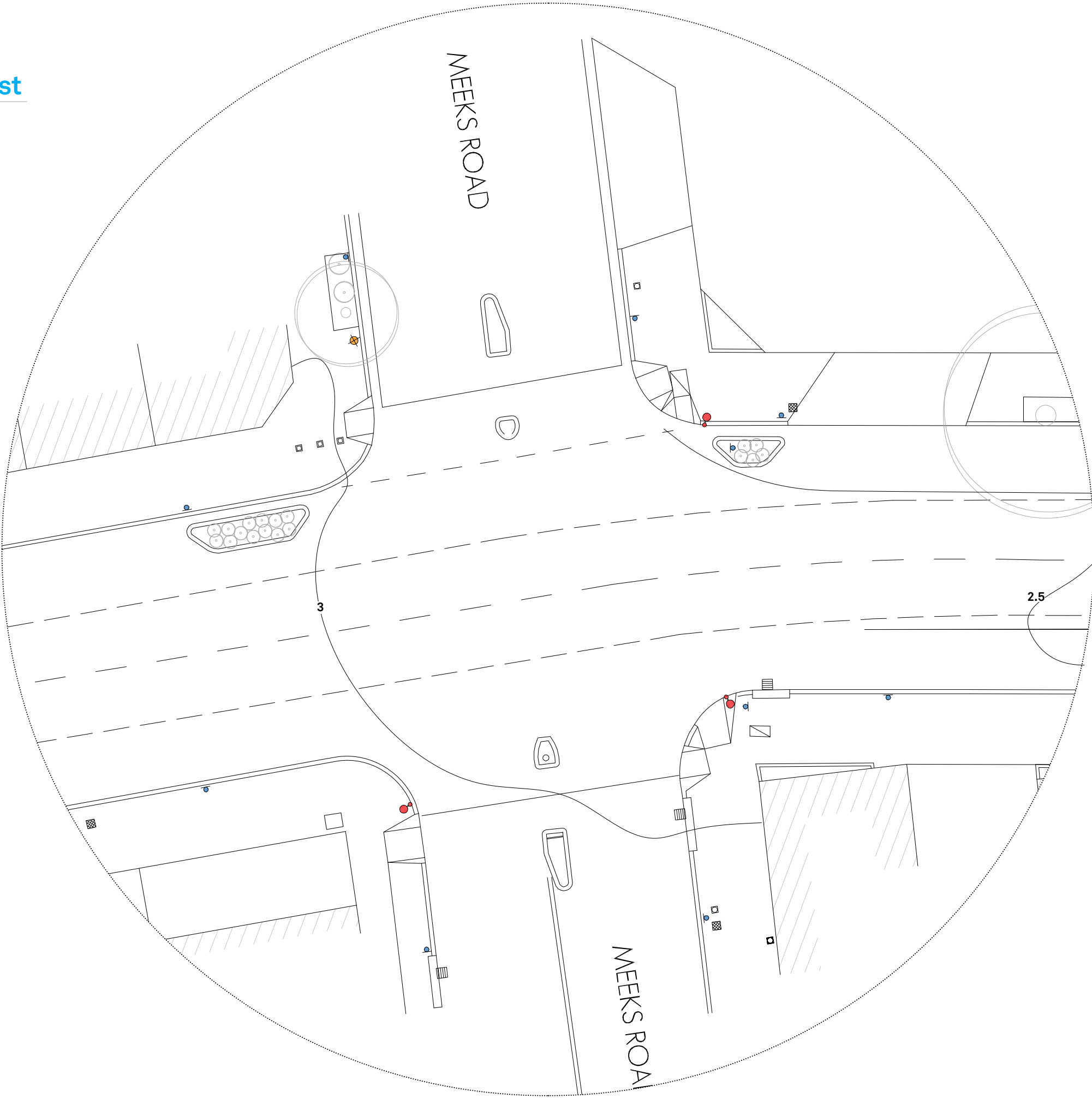
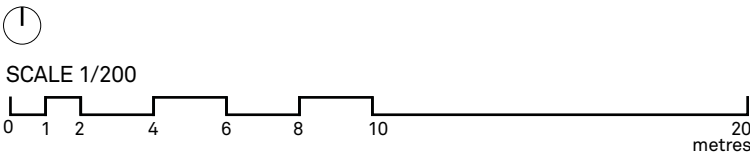
Existing infrastructure elements have been mapped along the street.

All vertical infrastructure have been colour-coded for easy reference with the legend.

The following pages show each of the intersections.

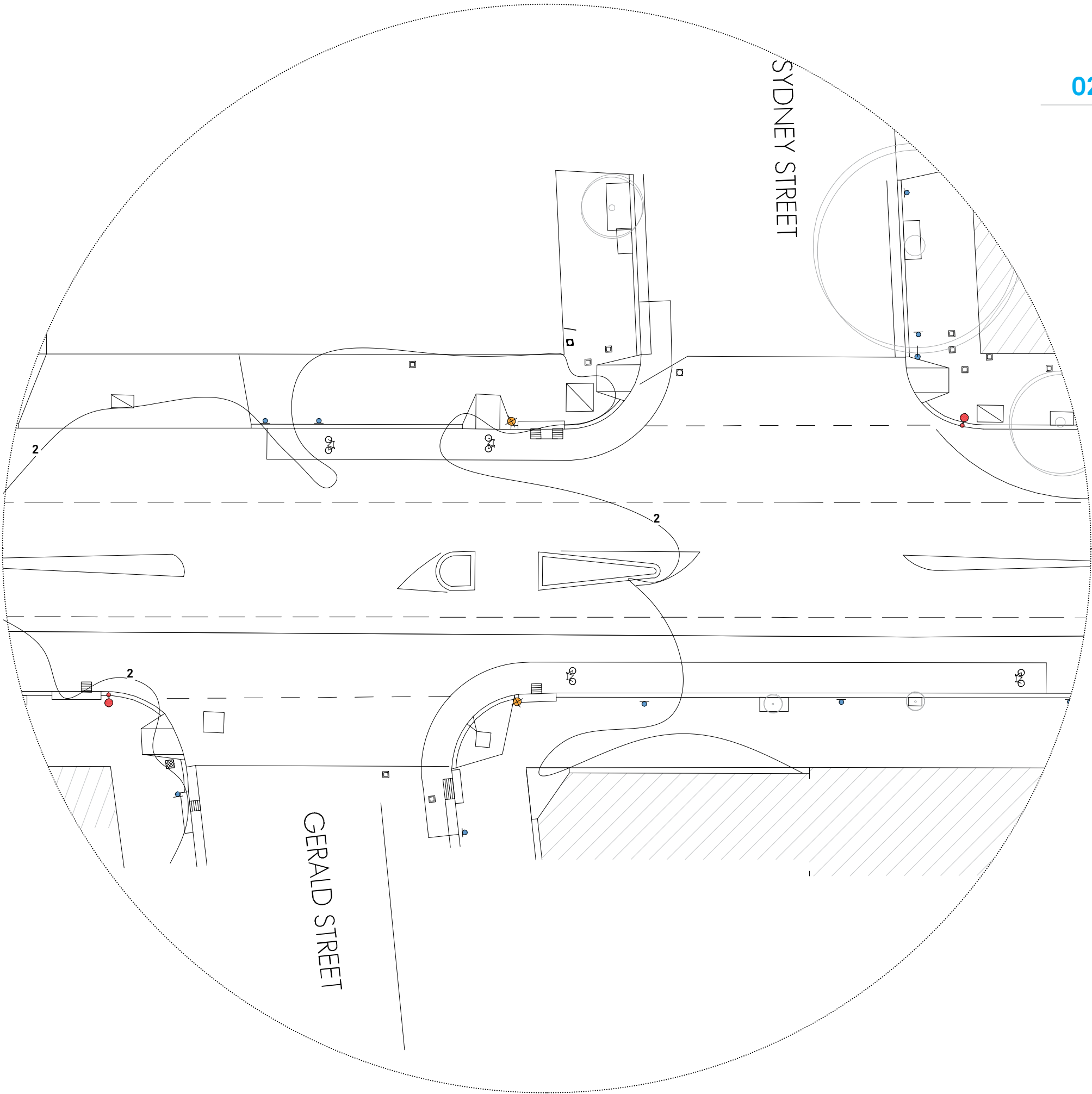
Legend

	TREE
	LINTEL
	DRIVEWAY
	MISC. SERVICE
	TELSTRA
	HYDRANT
	STOP VALVE
	ELP/LIGHT
	ELP
	WATER
	MANHOLE
	MANHOLE(GRATE)
	DRAIN
	GAS
	SIGN
	GARBAGE BIN
	TRAFFIC LIGHT
	PHONE BOX
	POST BOX
	SUB STATION
	BENCH
	SEWER VENT



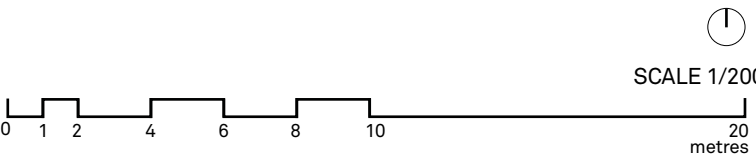
02_ Site Analysis - Marrickville Road East

Infrastructure_Street Intersections



Legend

	TREE
	LINTEL
	DRIVEWAY
	MISC. SERVICE
	TELSTRA
	HYDRANT
	STOP VALVE
	ELP/LIGHT
	ELP
	WATER
	MANHOLE
	MANHOLE(GRATE)
	DRAIN
	GAS
	SIGN
	GARBAGE BIN
	TRAFFIC LIGHT
	PHONE BOX
	POST BOX
	SUB STATION
	BENCH
	SEWER VENT



02_ Site Analysis - Marrickville Road East

Infrastructure_Street Intersections

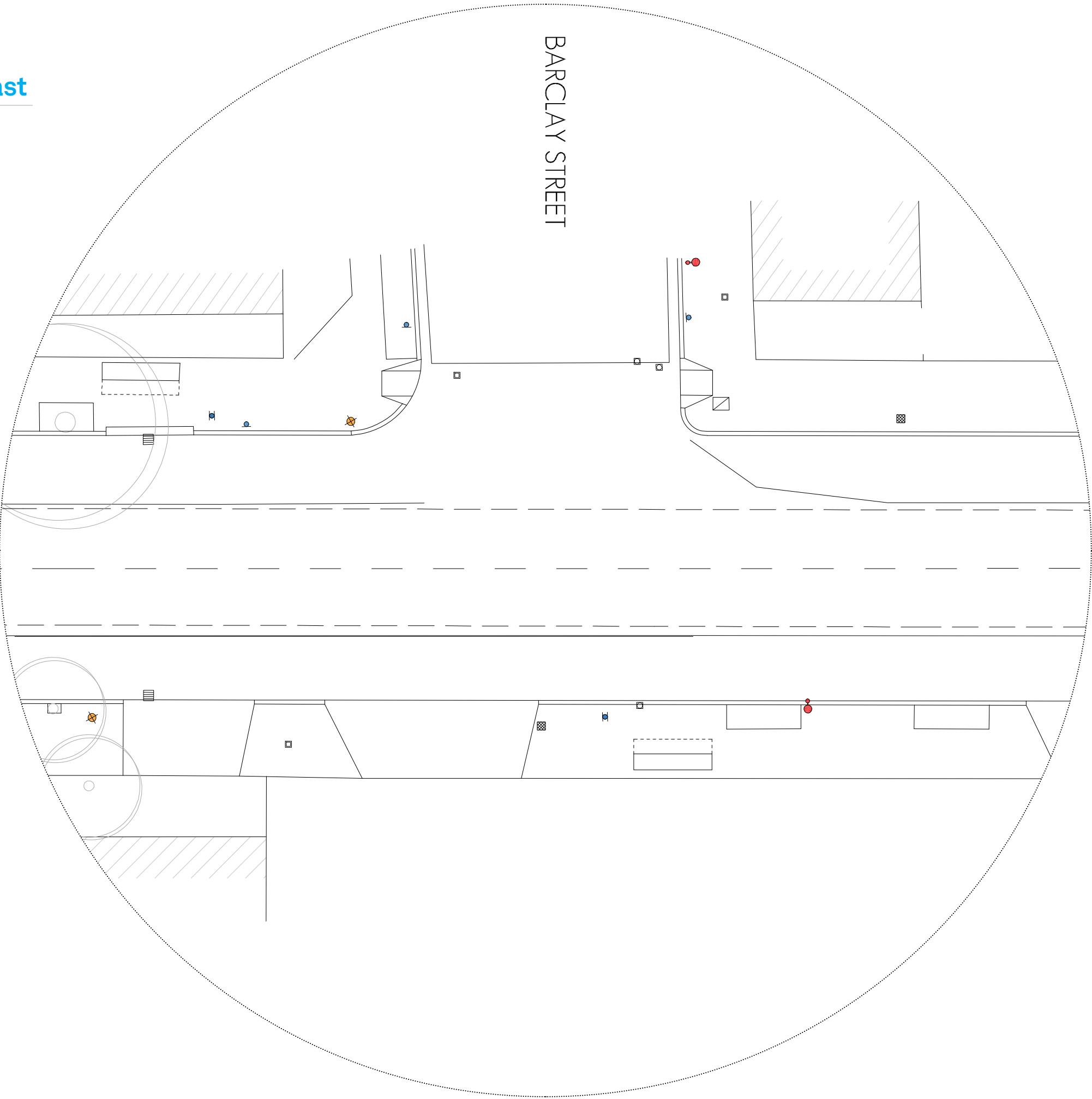
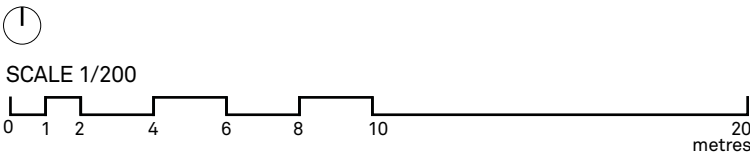
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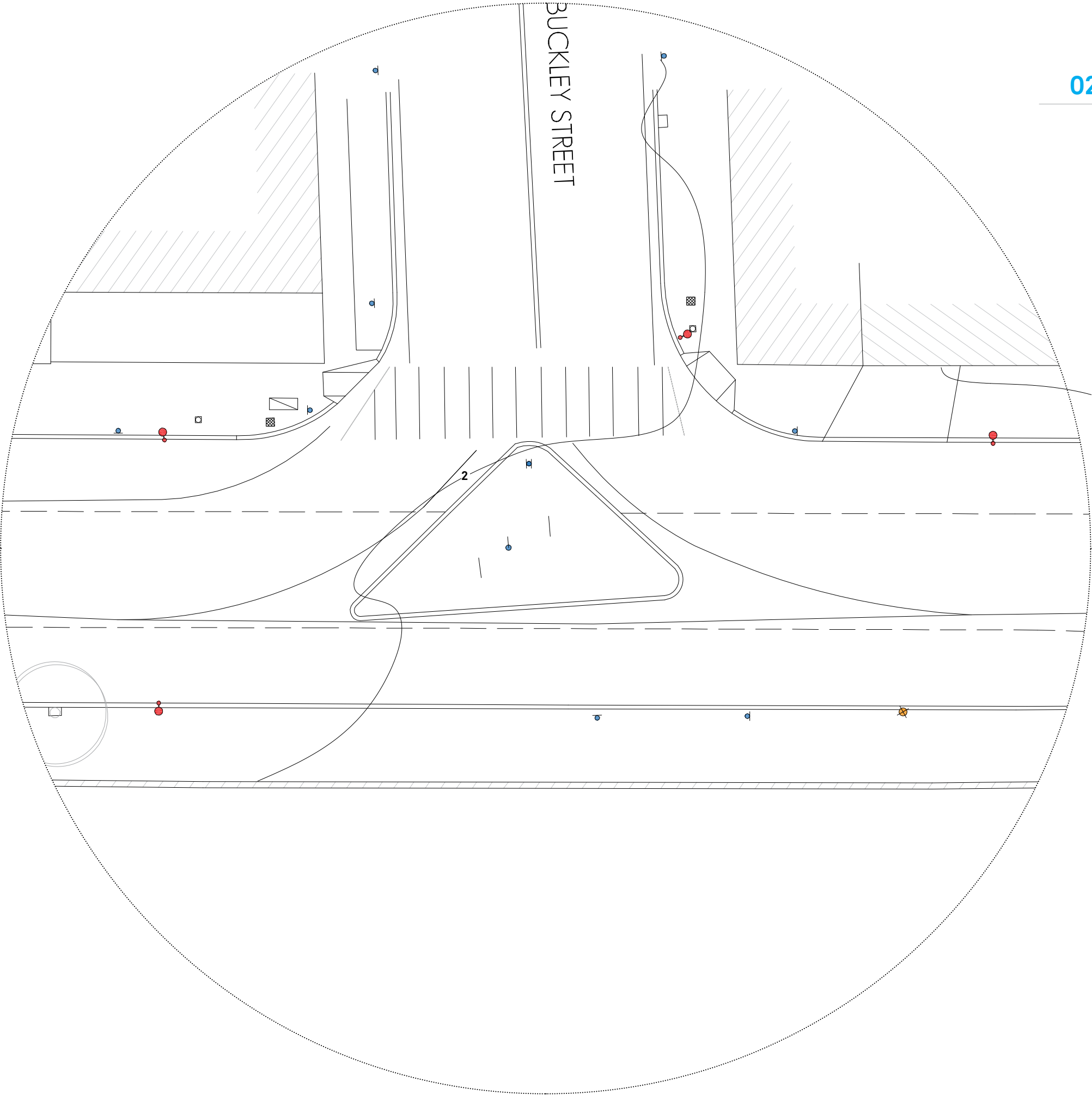
Legend

	TREE
	LINTEL
	DRIVEWAY
	MISC. SERVICE
	TELSTRA
	HYDRANT
	STOP VALVE
	ELP/LIGHT
	ELP
	WATER
	MANHOLE
	MANHOLE(GRATE)
	DRAIN
	GAS
	SIGN
	GARBAGE BIN
	TRAFFIC LIGHT
	PHONE BOX
	POST BOX
	SUB STATION
	BENCH
	SEWER VENT



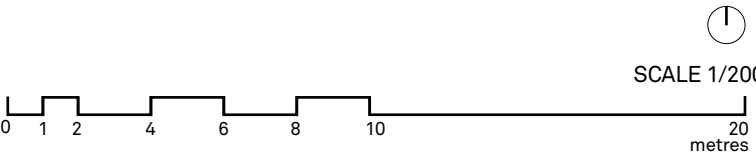
02_ Site Analysis - Marrickville Road East

Infrastructure_Street Intersections



Legend

	TREE
	LINTEL
	DRIVEWAY
	MISC. SERVICE
	TELSTRA
	HYDRANT
	STOP VALVE
	ELP/LIGHT
	ELP
	WATER
	MANHOLE
	MANHOLE(GRATE)
	DRAIN
	GAS
	SIGN
	GARBAGE BIN
	TRAFFIC LIGHT
	PHONE BOX
	POST BOX
	SUB STATION
	BENCH
	SEWER VENT



02_ Site Analysis - Marrickville Road East

Infrastructure_Street Intersections

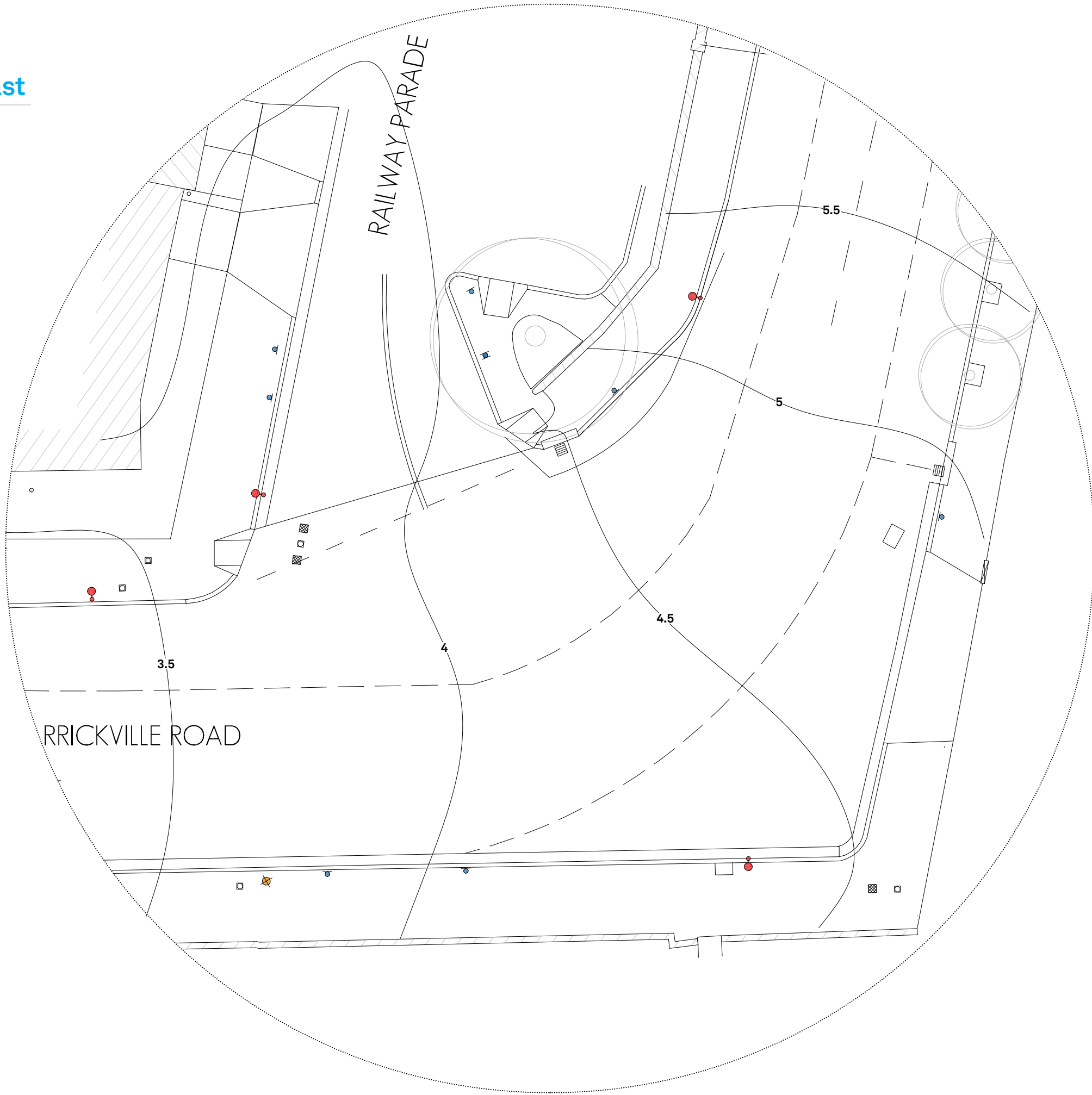
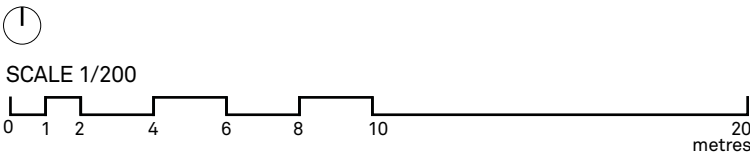
Existing infrastructure elements have been mapped along the street.

All vertical infrastructure have been colour-coded for easy reference with the legend.

The following pages show each of the intersections.

Legend

	TREE
	LINTEL
	DRIVEWAY
	MISC. SERVICE
	TELSTRA
	HYDRANT
	STOP VALVE
	ELP/LIGHT
	ELP
	WATER
	MANHOLE
	MANHOLE(GRATE)
	DRAIN
	GAS
	SIGN
	GARBAGE BIN
	TRAFFIC LIGHT
	PHONE BOX
	POST BOX
	SUB STATION
	BENCH
	SEWER VENT



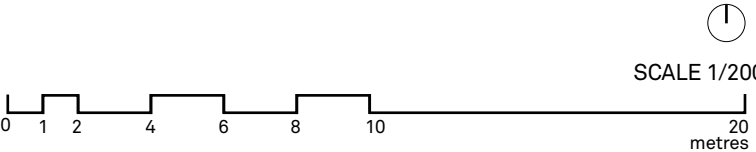
02_ Site Analysis - Marrickville Road East

Infrastructure_Street Intersections



Legend

	TREE
	LINTEL
	DRIVEWAY
	MISC. SERVICE
	TELSTRA
	HYDRANT
	STOP VALVE
	ELP/LIGHT
	ELP
	WATER
	MANHOLE
	MANHOLE(GRATE)
	DRAIN
	GAS
	SIGN
	GARBAGE BIN
	TRAFFIC LIGHT
	PHONE BOX
	POST BOX
	SUB STATION
	BENCH
	SEWER VENT

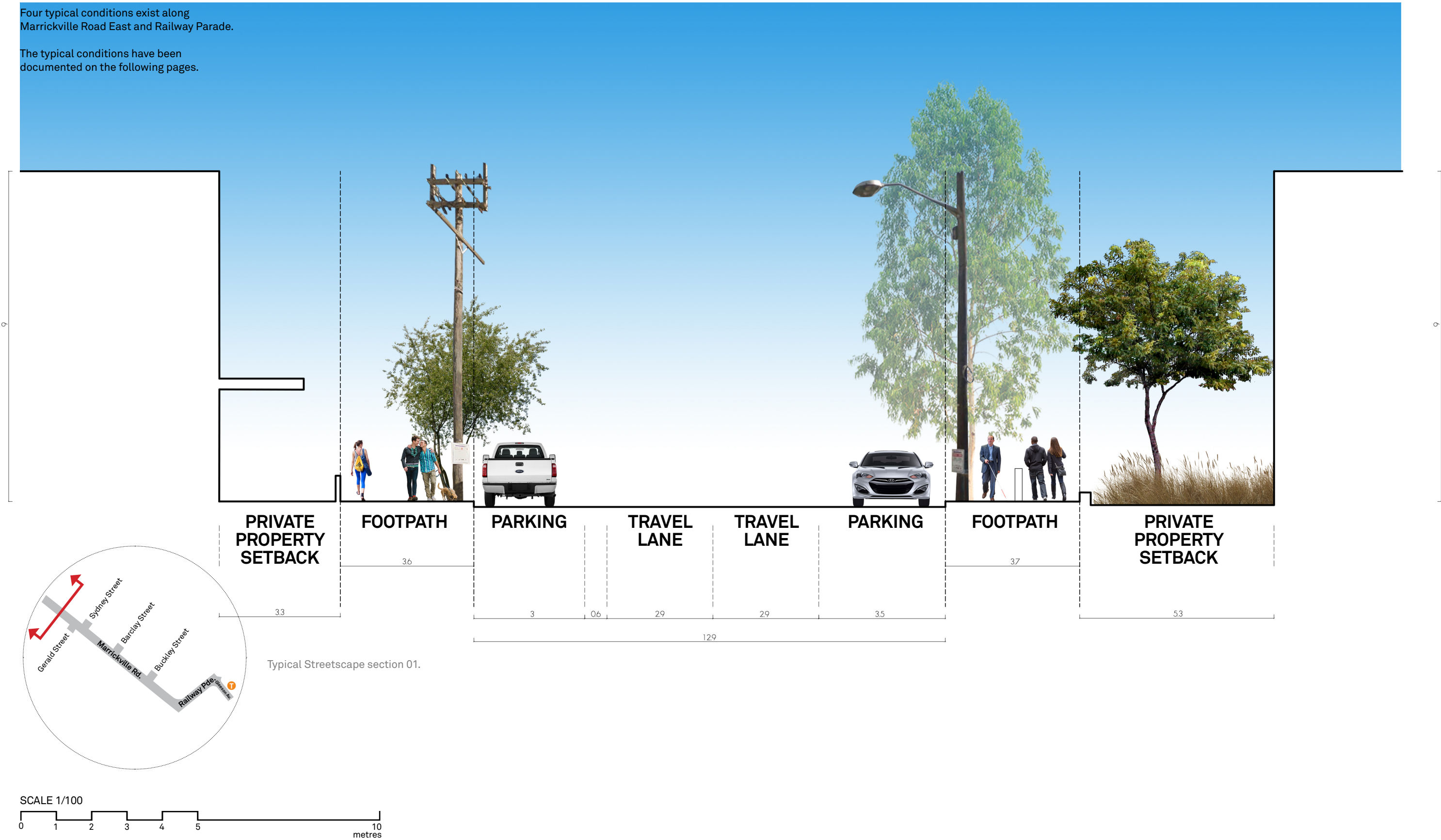


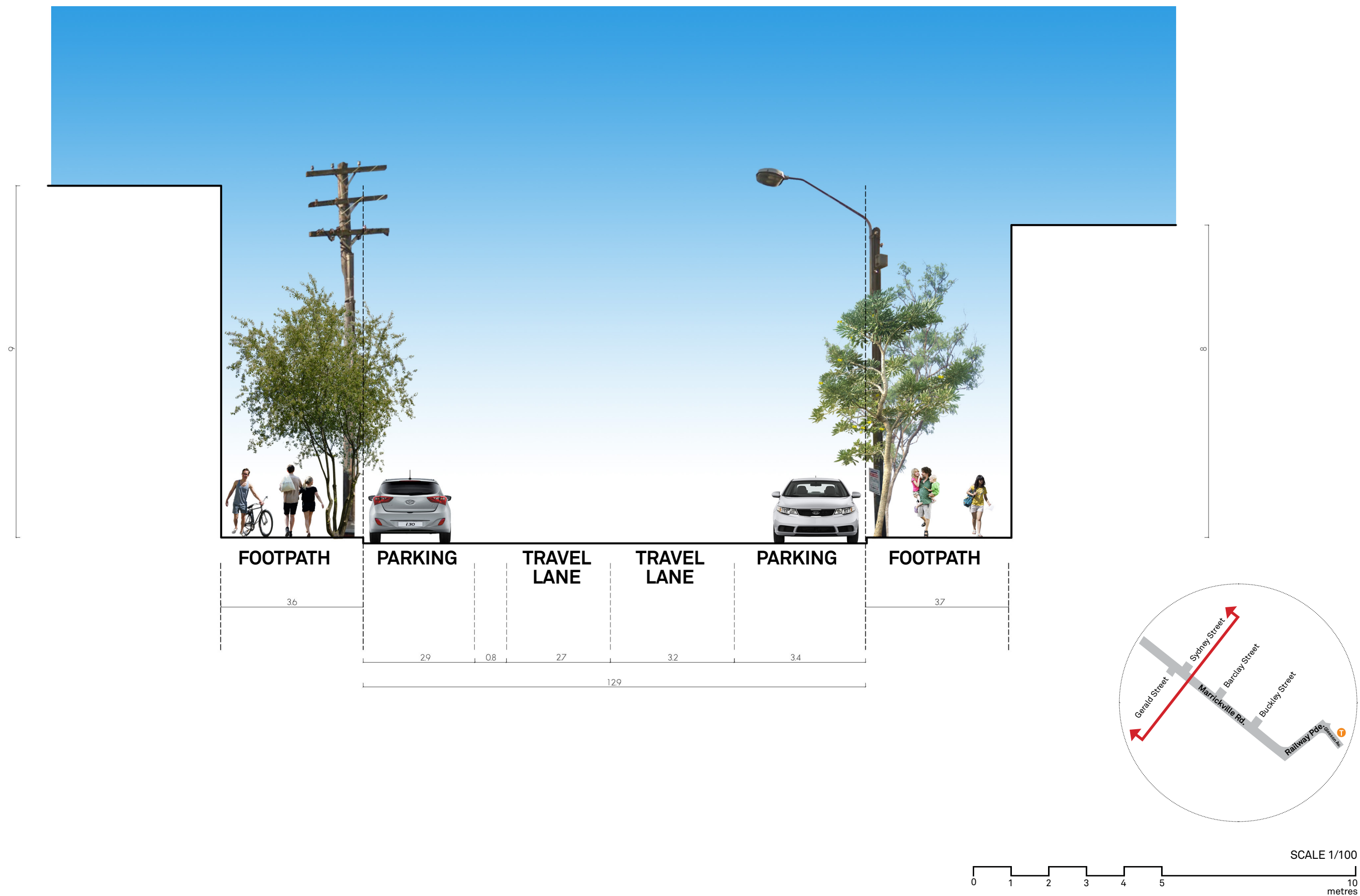
02_ Site Analysis - Marrickville Road East

EXISTING CONDITIONS Street Section 01_ TWO-WAY STREET

Four typical conditions exist along Marrickville Road East and Railway Parade.

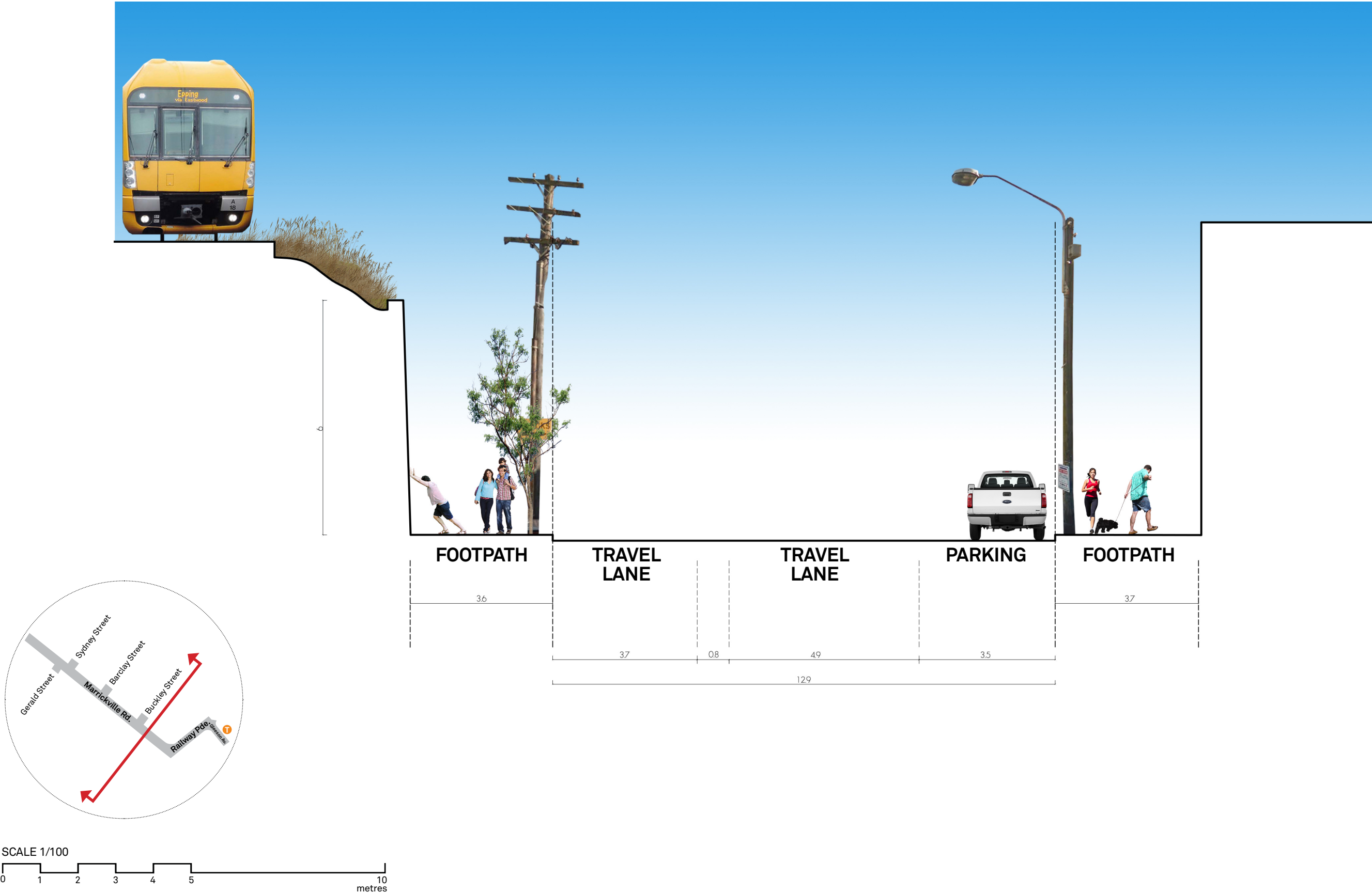
The typical conditions have been documented on the following pages.





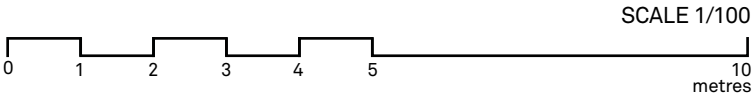
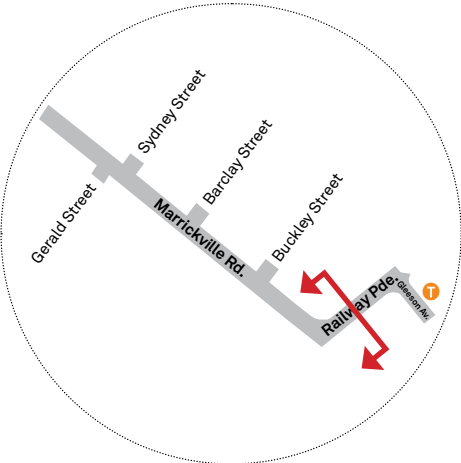
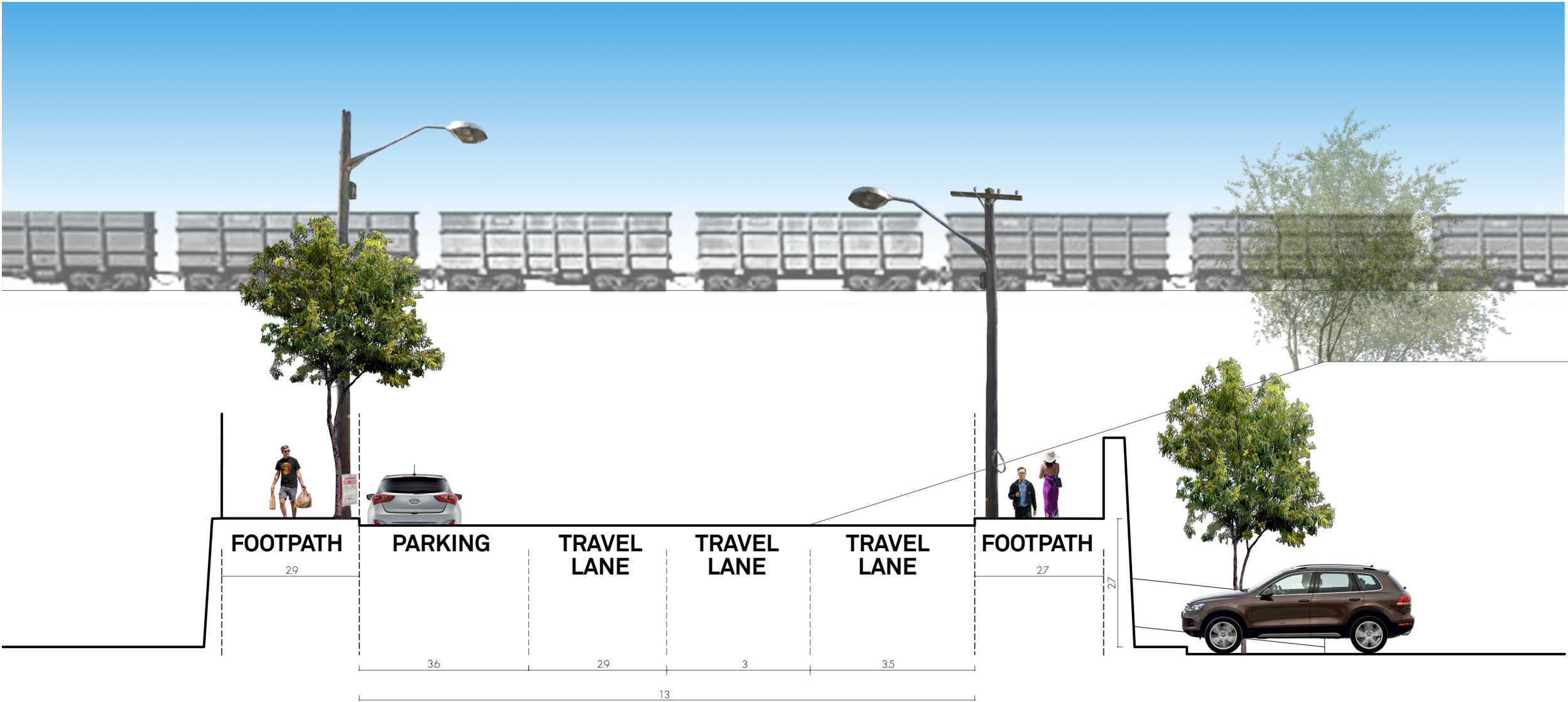
02_ Site Analysis - Marrickville Road East

EXISTING CONDITIONS Street Section 03_ ONE-WAY STREET



02_ Site Analysis - Marrickville Road East

EXISTING CONDITIONS Street Section 04 _ ONE-WAY STREET



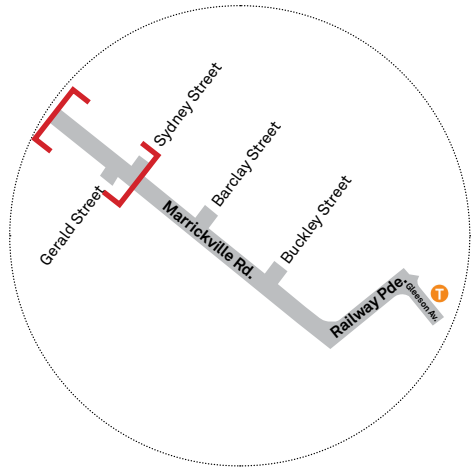
02_ Site Analysis - Marrickville Road East

EXISTING PHOTO REPORT
Marrickville Road - Between Meeks Road and Sydney Street



Meeks and Marrickville Roads intersection Image taken from N-E corner

The existing conditions and use have been captured as a photo record over the following pages.



Marrickville Road's south side, close to Meeks Rd. Looking east



Marrickville Road's south side, close to Meeks Rd. Looking west.

02_ Site Analysis - Marrickville Road East

EXISTING PHOTO REPORT
Marrickville Road - Between Meeks Road and Sydney Street



Marrickville Road's south side, corner with Meeks Road. Looking west.



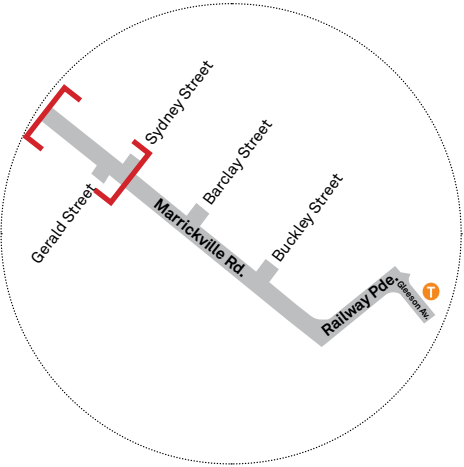
Marrickville Road. North side



Sydney Street. View from Marrickville Road.



From left to right, Sydney Street, Marrickville Road and Gerald Street



02_ Site Analysis - Marrickville Road East

EXISTING PHOTO REPORT
Marrickville Road - Between Sydney Street and Barclay Street



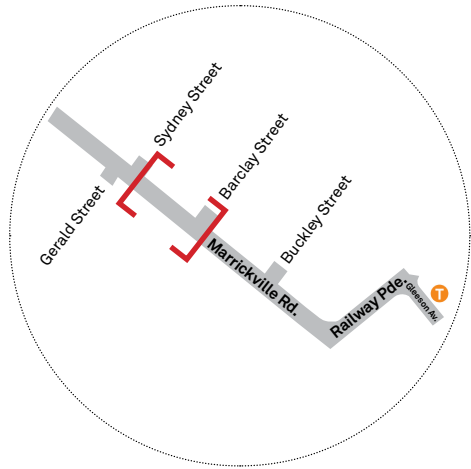
Marrickville Road's north side, close to Sydney Street Looking east



Pavement detail. Marrickville Road, north side.



Pavement detail. Marrickville Road, north side., close to Barclay St.



Marrickville Road's north side, existing bus stop. Footpath damaged by existing Eucalyptus Mannifera (high retention value).



Marrickville Road's north side, existing bus stop. Tactile indicators

EXISTING PHOTO REPORT
Marrickville Road - Between Sydney Street and Barclay Street



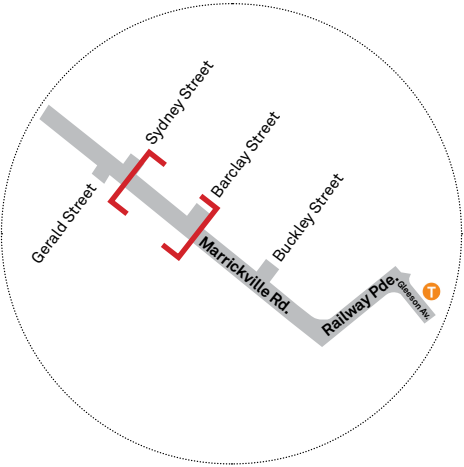
Marrickville Road's south side, close to Meeks Rd. Looking west.



Marrickville Road's north side, existing bus stop. View from Barclay St.



Barclay Street from Marrickville Road's corner



02_ Site Analysis - Marrickville Road East

EXISTING PHOTO REPORT
Marrickville Road - Between Barclay Street and Railway Parade



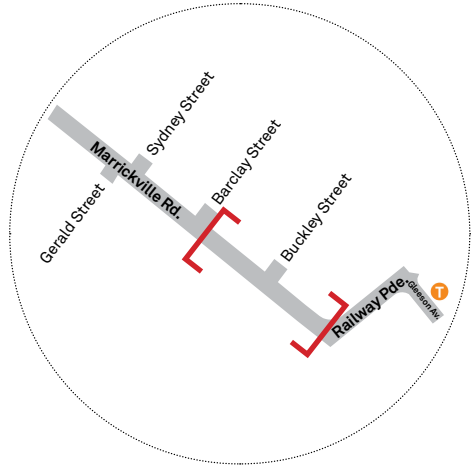
Marrickville Road’s north side, close to Barclay Street Looking east



Marrickville Road, north side approaching Buckley Street.



Intersection between Marrickville Road and Buckley Street, Image taken from the south side..



Intersection between Marrickville Road and Buckley Street, Image taken from the north-west corner..



Heavy traffic entering Buckley Street from Marrickville Road. Image taken from the north-west corner..

02_ Site Analysis - Marrickville Road East

EXISTING PHOTO REPORT
Marrickville Road - Between Barclay Street and Railway Parade



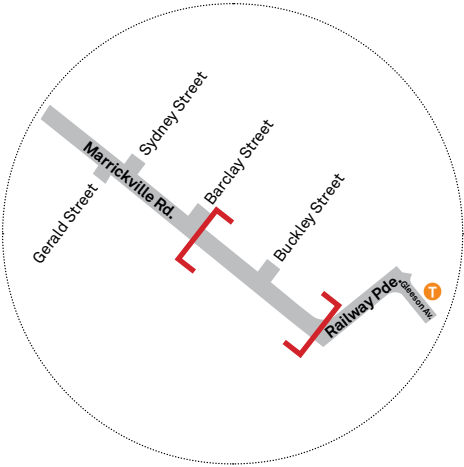
Marrickville Road's south side. Heritage listed retaining brick wall. Looking west



Marrickville Road's south side. Corner with Fraser Park's access lane



Intersection between Marrickville Road and Railway Parade, looking south.

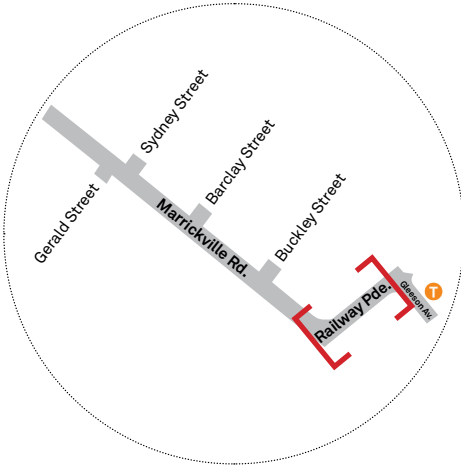


02_ Site Analysis - Marrickville Road East

EXISTING PHOTO REPORT
Railway Parade - Between Marrickville Road and Gleeson Avenue



Railway Parade aspect from the intersection with Marrickville Road.



Railway Parade's lower end. Western footpath



Railway Parade's upper half. Western footpath

EXISTING PHOTO REPORT
Railway Parade - Between Marrickville Road and Gleeson Avenue



Cyclist riding down the hill on the eastern side of Railway Parade.



Pedestrian walking down the hill on the eastern side of Railway Parade.



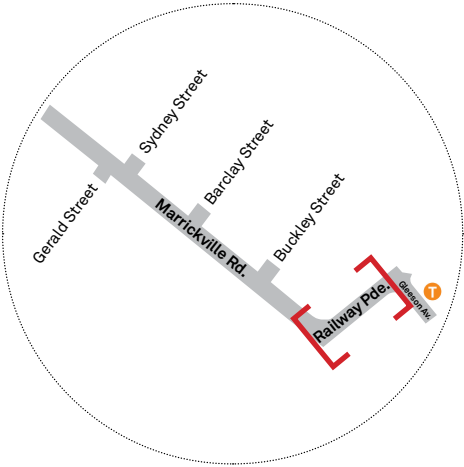
Detail of existing fence on the eastern side of Railway Parade.



Southernmost corner of Railway Parade.



Marrickville Road aspect from Railway Parade's lower end. Looking west.

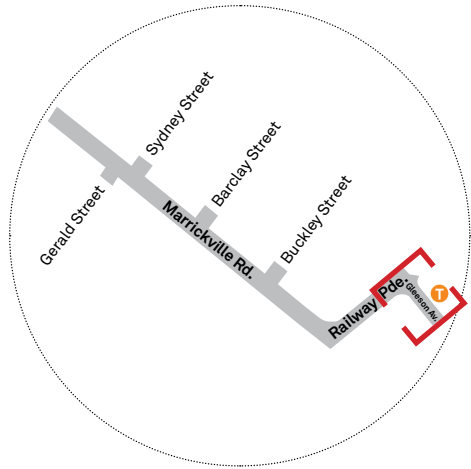


02_ Site Analysis - Marrickville Road East

EXISTING PHOTO REPORT
Gleeson Avenue - Between Railway Parade and Burrows Avenue



Aspect of Sydenham Station and Gleeson Avenue from the intersection with Railway Parade.



Traffic lights and pedestrian crossing to access Sydenham Station from Railway Parade's west side.



Pedestrians crossing Gleeson Avenue from the south side in a non designated area.

02_ Site Analysis - Marrickville Road East

EXISTING PHOTO REPORT
Gleeson Avenue - Between Railway Parade and Burrows Avenue



Bicycles parked in front of Sydenham Station.



Allocated bicycle racks, Sydenham Station's entry.



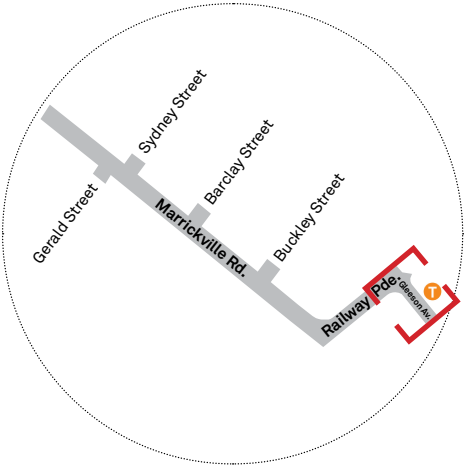
Pedestrian crossing Gleeson road towards Railway Parade.



Heavy traffic passing by Sydenham Station on Gleeson Road



A cyclist riding on the footpath entering Railway Parade from Gleeson Road..



03_community engagement





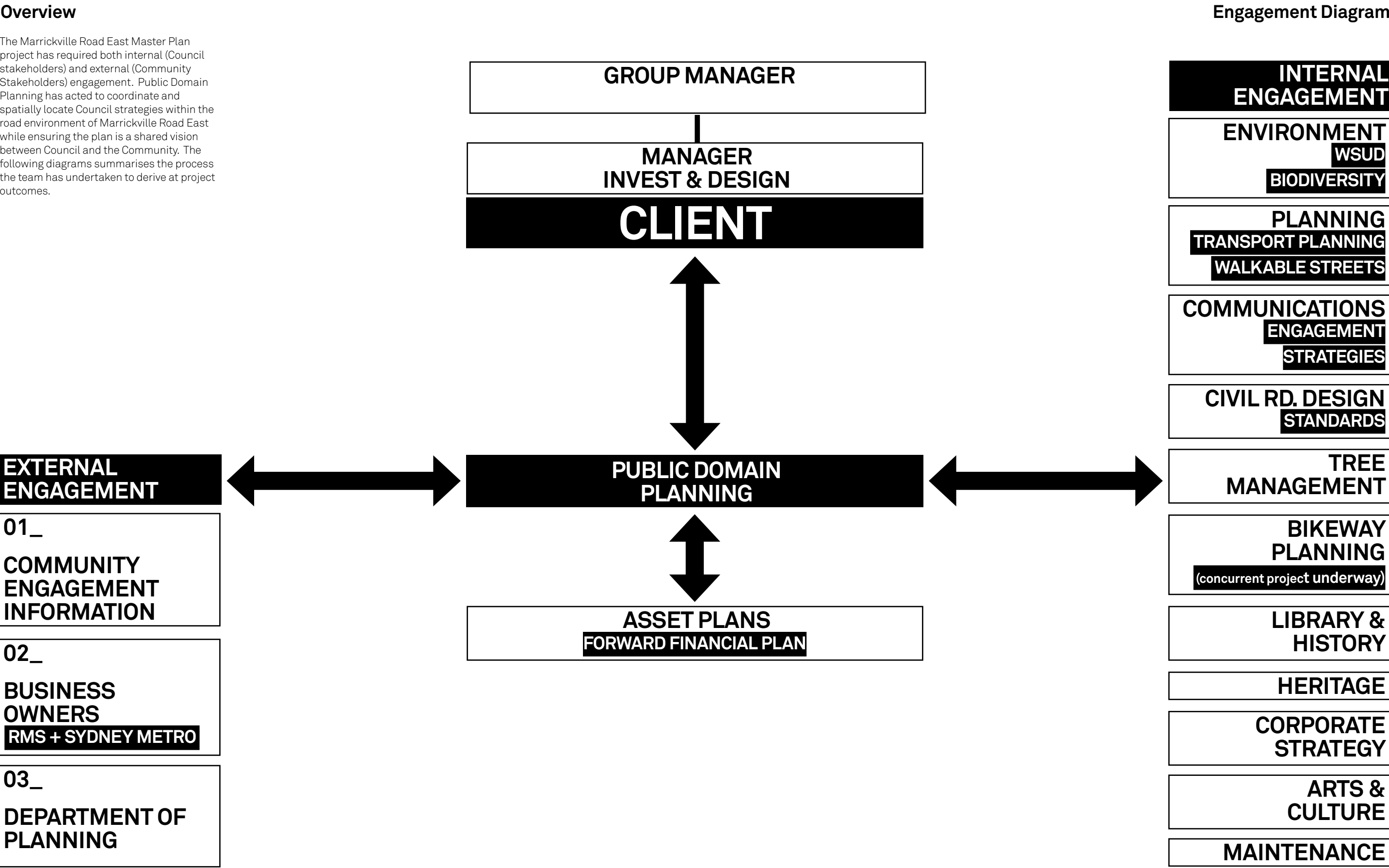
Marrickville Road East

Overview
Engagement Diagram
Engagement Approach
Engagement Summary

03_ Community Engagement

Overview

The Marrickville Road East Master Plan project has required both internal (Council stakeholders) and external (Community Stakeholders) engagement. Public Domain Planning has acted to coordinate and spatially locate Council strategies within the road environment of Marrickville Road East while ensuring the plan is a shared vision between Council and the Community. The following diagrams summarises the process the team has undertaken to derive at project outcomes.



Engagement approach

The community engagement approach considered the high levels of engagement that have recently occurred in Marrickville East. Therefore the engagement was via a simple online survey of seven questions that related to:

- > The purpose of why respondents use Marrickville Road East;
- > The transport mode to get to or from Marrickville Road;
- > When respondents use Marrickville Road East the most;
- > Respondents perception of safety along the streetscape;
- > Understanding any issues respondents have with their street environment; and
- > What streetscape pedestrian amenities items (trees, seating, bins etc.) need upgrading along Marrickville Road East.

Information was disseminated to the community via a number means including Inner West Courier, email, Council website and a letter box mail out. A total of 1440 residents received the letter box mail out, centred on the nearby streets extending to Sydenham Road and west to Illawarra Road.

All advertising material provided details for the Inner West Council 'Your Say Inner West' website. The site contained information outlining key dates, an overview of the project and a link to the online survey.

The your Say Inner West website received 100 visits to the Marrickville Road East survey page. From the 100 visits , 26 surveys were completed.

Engagement summary

The feedback received from the community has been summarised in the following list. Each section has the question asked with a number correlating to the number of times respondents selected the answer.

The reasons why people visit Marrickville Road East:			
> Live in or near the area		20	
> Travel through the area		23	

Method of travel to visit Sydenham Station along Marrickville Road East:			
	Day	Evening	Night
Walking	23	17	12
Vehicle	17	13	9
Bicycle	8	3	3

Purpose of visiting Marrickville Road East for respondents included:			
	Day	Evening	Night
Walk along the street	19	17	10
Walking along the street with a stroller	6	1	0
Cycle along the street	11	4	3
Visit a local business	18	10	8
Visit Fraser Park	6	5	1
Visit for leisure purposes	10	8	8
Use the bus stops	14	10	4

Do respondents feel safe along the streetscape during the day?	
Very safe	5
Quite safe	12
Ok	8

Do respondents feel safe along the streetscape at night?	
Quite safe	6
Ok	11
Quite unsafe	6
Very unsafe	2

Common comments from respondents regarding safety:

_Respondents generally felt their personal safety (from attack by strangers) was good during the day, but had safety concerns about traffic and pedestrians / cyclists along the streets;
_Some respondents noted that the streets are not safe at night due to fast traffic;
_Most respondents highlighted that at night the streets lack activation, casual surveillance and pedestrian lighting, which leads to the streets not feeling safe for street users.

What would respondents like to see improved along Marrickville Road East:

	Low priority	Moderate priority	High priority
More Sating	15	4	1
Better lighting	1	4	18
More bins	5	11	5
More shade	3	5	13
Greener streets	3	4	16
Drinking fountains	11	9	1
More public/street art	8	7	6
Better footpaths and kerb ramps	0	6	15
Safer pedestrian crossings	0	1	22
Cycle parking	4	6	11

The most commonly raised items to improve the streetscape environment include:

- > Provide traffic calming measures along the street;
- > Planting of shade trees and low plantings;
- > Provision of cycle infrastructure including bike racks and cycle lanes;
- > Additional pedestrian crossings across Marrickville Road East;
- > Footpath surfaces need to be improved, widened to provide a safe pedestrian environment; and
- > Provision of pedestrian lighting along the streets.

04_ design principles





Marrickville Road East

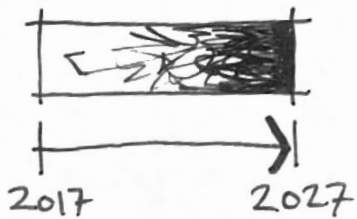
Design Principles Explained
Design Objectives

04_ Design Principles

Design Principles Explained

The Marrickville Road East Master Plan has been developed with the following eight design principles:

01.



Implement project over time with new work to build on prior work. The master plan is a 10 year plan.

02.



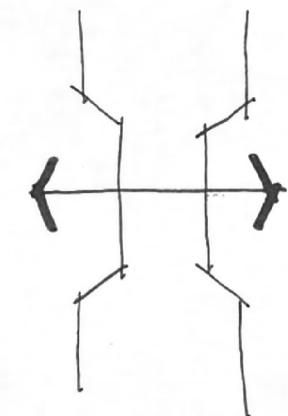
Provide safe separation of street uses.

03.



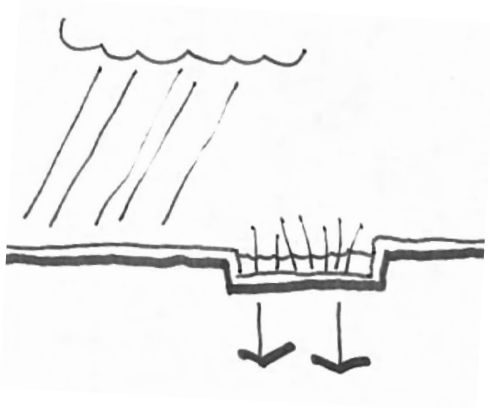
Maintain urban diversity and design with the existing industrial sense of place.

04.



Minimise pedestrian time in the road environment. Ensure sight lines are also maintained

05.



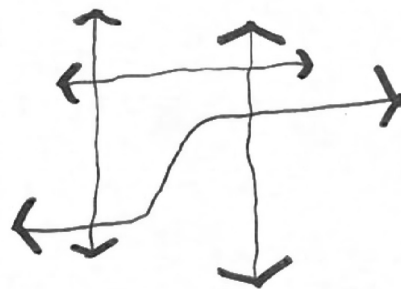
Maximise WSUD for stormwater treatment and infiltration.

06.



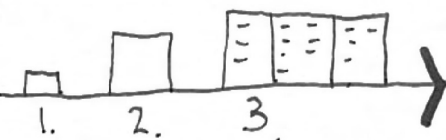
Maximise value for money. Ensure street elements can be easily replaced and maintained.

07.



Provide for regional connections [pedestrian - bicycle - car - truck].

08.



Provide for change of land uses and street uses over time.



Looking west along Marrickville Road East

Design Objectives

Urban Cohesion

- _Facilitate and promote connectivity between the Marrickville town centre and Sydenham station;
- _Establish the urban infrastructure necessary for the establishment of the Sydenham creative hub;
- _Consolidate and promote multifunctional infrastructure along Marrickville Road East.

Placemaking

- _Engage with the community to identify and facilitate the improvement of key sites;
- _Explore cohesion strategies within the public realm to develop Marrickville Road East as a key urban connector between the Marrickville town centre and the Sydenham Station;
- _Provide distinct treatments for pedestrian and cycling areas;
- _Explore shade, shelter, finer grain lighting and seating opportunities.

Ground Plane

- _Simplify and consolidate ground plane finishes to maximise the perception of pedestrian safety;
- _Acknowledge climate through the reduction of asphalt where possible and the introduction of light colour schemes;
- _Explore street furniture as an integral part of the ground plane;
- _Reveal and de-clutter the street. Identify and eliminate fixed elements currently blocking the pedestrian flow;
- _Eliminate barriers and improve access and inclusion throughout;
- _Maximise softscape elements where practical.

Canopy

- _Investigate opportunities to use canopy-like elements to bring cohesion and continuity from the Marrickville town centre precinct to Sydenham station;
- _Investigate opportunities to use vegetation within the streetscape to improve weather protection.

Public Art

- _Celebrate Marrickville Road East as a place through the arts and culture;
- _Engage with the local art and business community to adopt the Marrickville Public Art Strategy, 'People, Place + Art' ;
- _Consolidate an 'arts precinct' featuring temporary and permanent commissions in conjunction with the Sydenham Creative Hub;
- _Public domain as a 'canvas' for an active and vibrant street life.

Night Time Activation

- _Facilitate business and street life for a night time economy;
- _Further develop the fine grain of public street lighting systems;
- _Explore strategies to embed lighting as an activation element.

Living Environment

- _Provide a public domain that helps enhance and develop native planting at all different scales;
- _Factor and utilise vegetation to regulate climate where possible;
- _Increase the urban tree canopy;
- _Establish green corridors;
- _Incorporate WSUD rain gardens;

05_ proposed design options





Marrickville Road East

Overview
Street Sections - Options

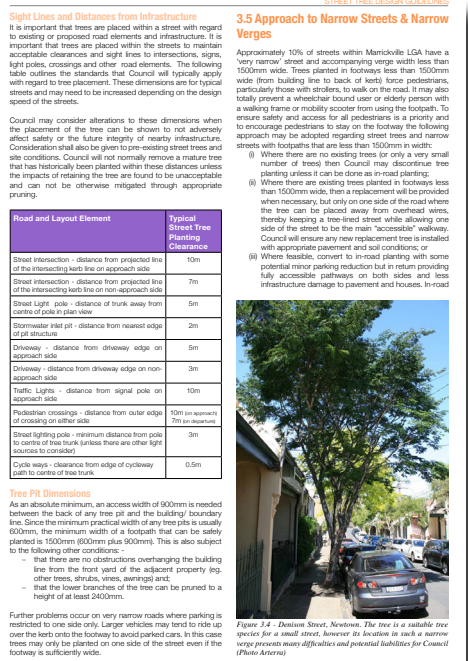
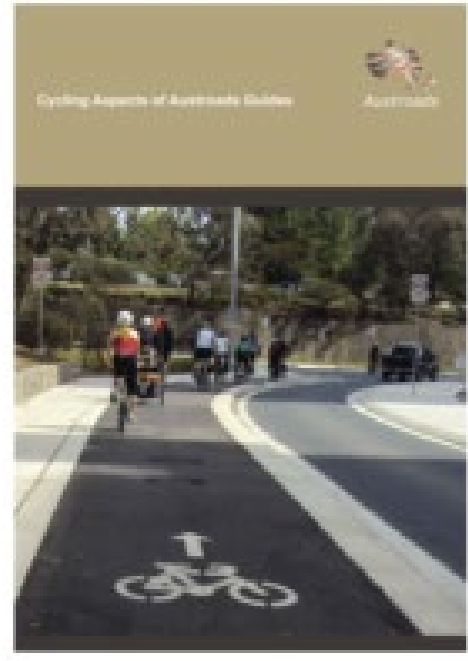
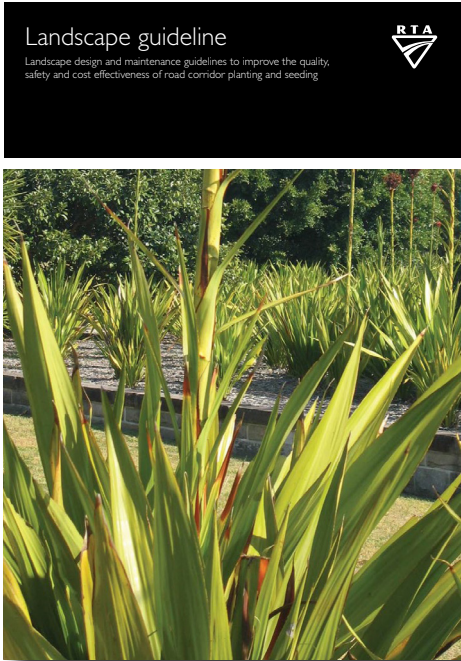
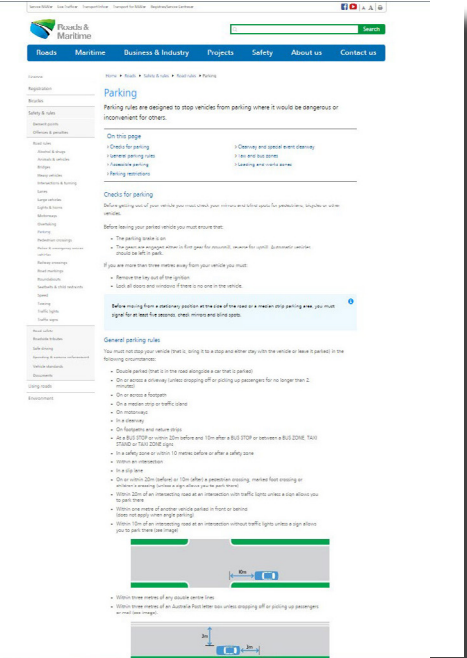
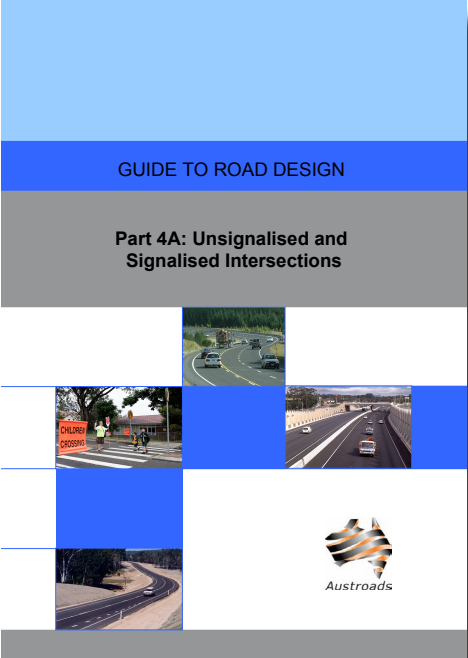
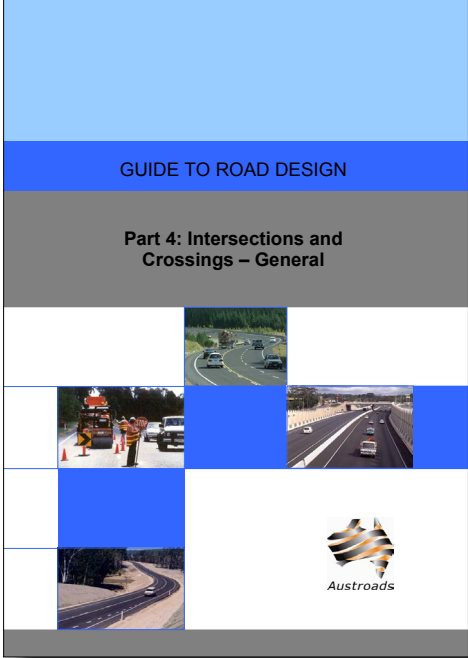
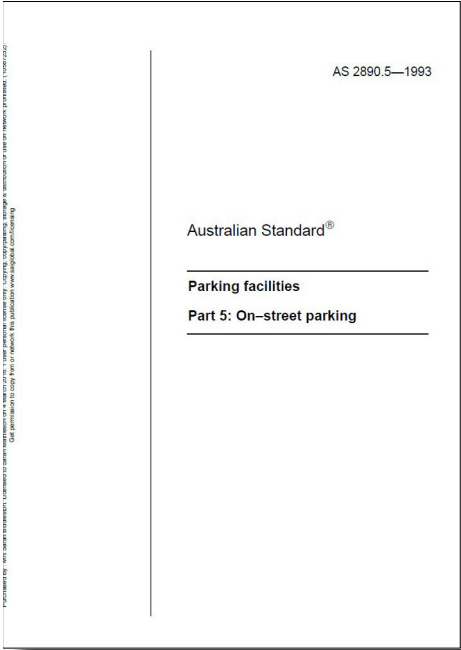
05_ Design Options

Engineering standards

The design of the streetscape is based on engineering requirements, Council policy, Road Authority requirements and Australian Standards. The following are the minimum documents consulted:

- > Ausroads;
- > RMS Landscape Guidelines;
- > Australian Standards;
- > L.A.T.M. - Parking numbers to remain the same; and
- > Marrickville Street Tree Master Plan

The master plan complies with all relevant standards and guidelines.



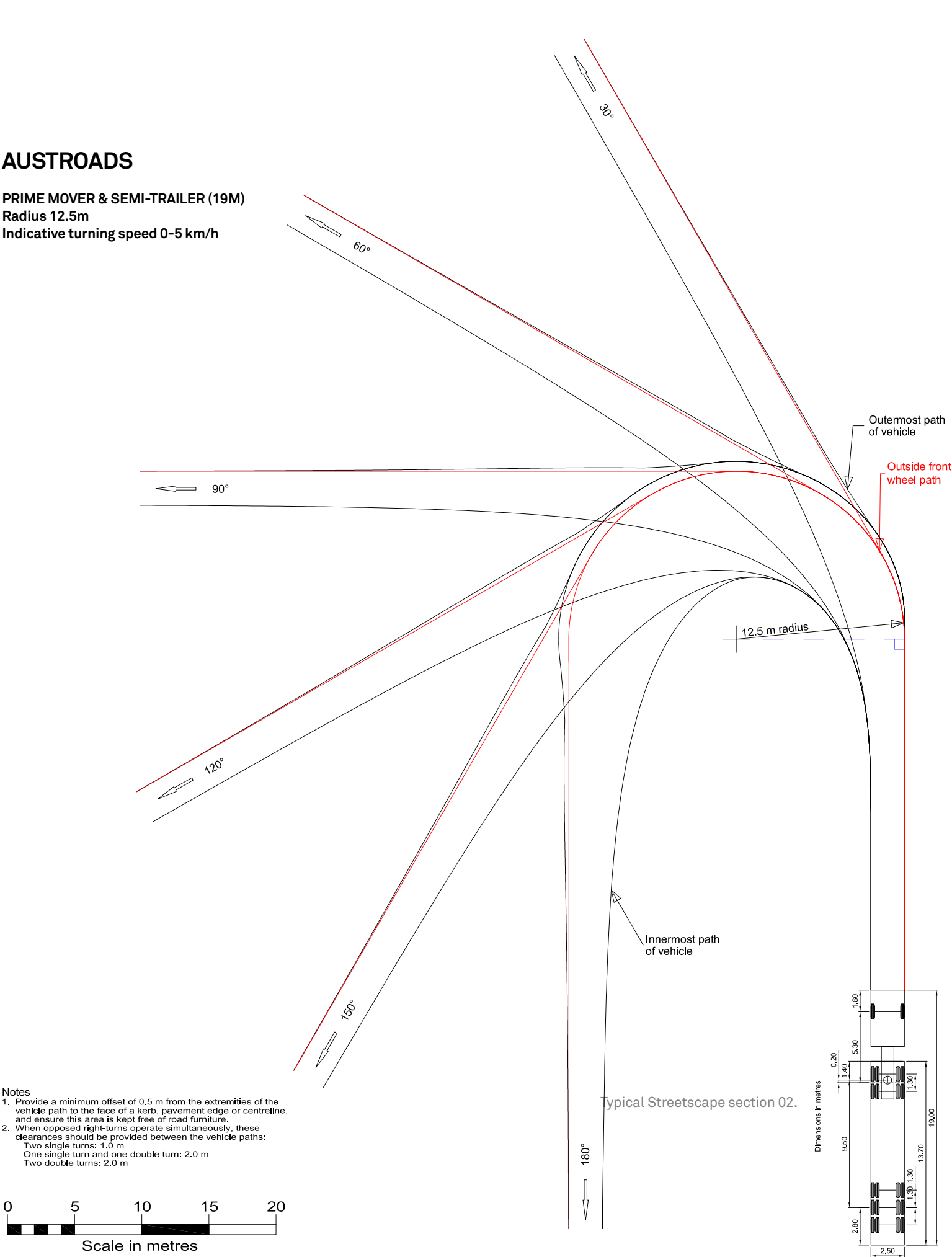
Exemplar list of some of the engineering standards the design team consulted with during the development of the mater plan.

Engineering standards

Engineering requirements have been reviewed by traffic engineers and submitted to Roads and Maritime Service (RMS) for in principle approval.

AUSTROADS

PRIME MOVER & SEMI-TRAILER (19M)
Radius 12.5m
Indicative turning speed 0-5 km/h



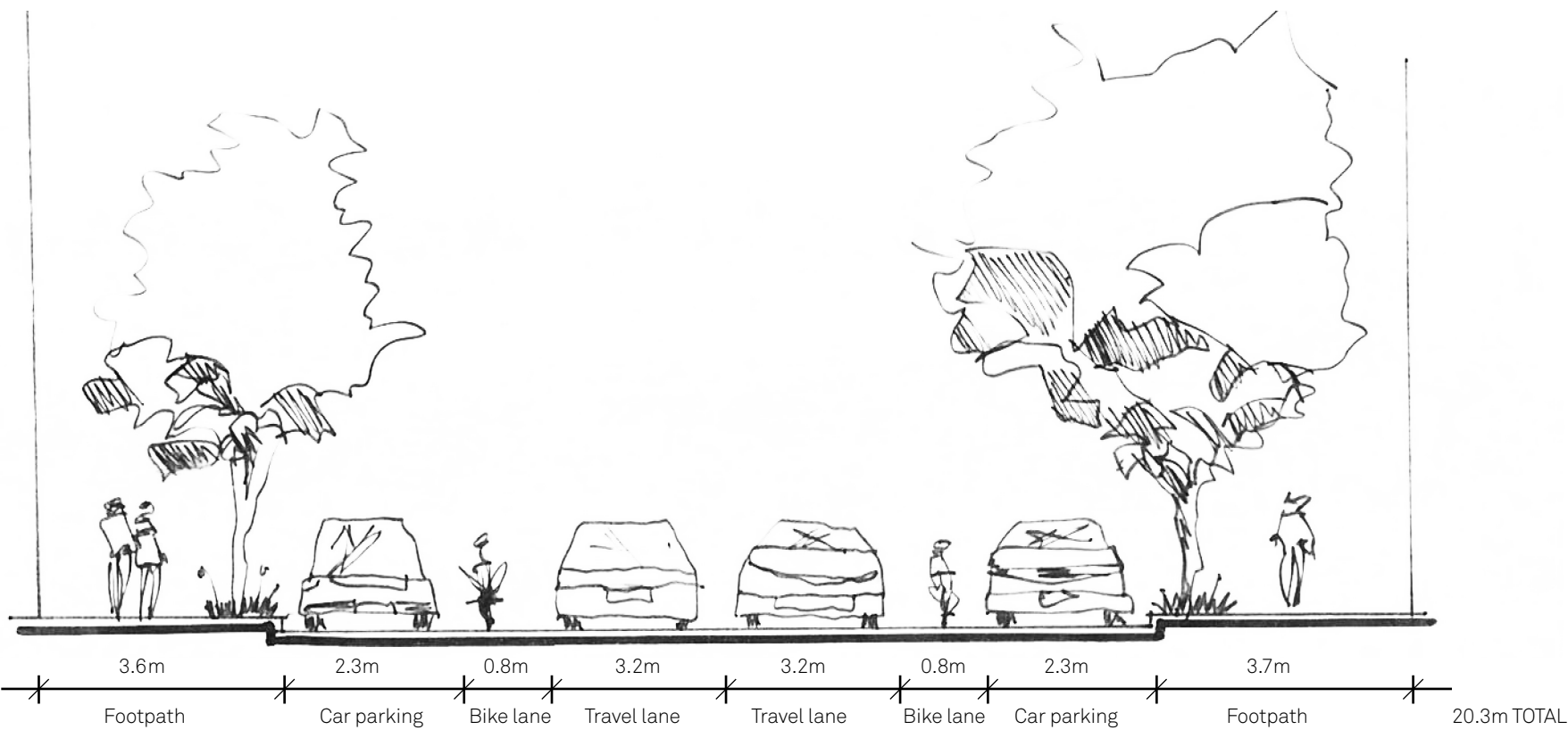
Minimum turning circle template used for street intersection design in the master plan.

05_Design Options

Multiple design options have been considered. Each of the options have opportunities and constraints.

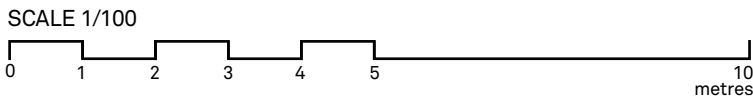
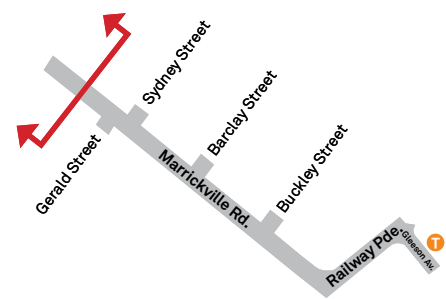
OPTION A_Marrickville Road_Discarded

- DISCUSSION
- > Retained kerb alignment, both side of Marrickville Road;
 - > Many road and driveway crossings for northern cycle lane - major conflict with traffic movements;
 - > Travel lanes width to RMS review; and
 - > Generally no electrical cables to north side of street.

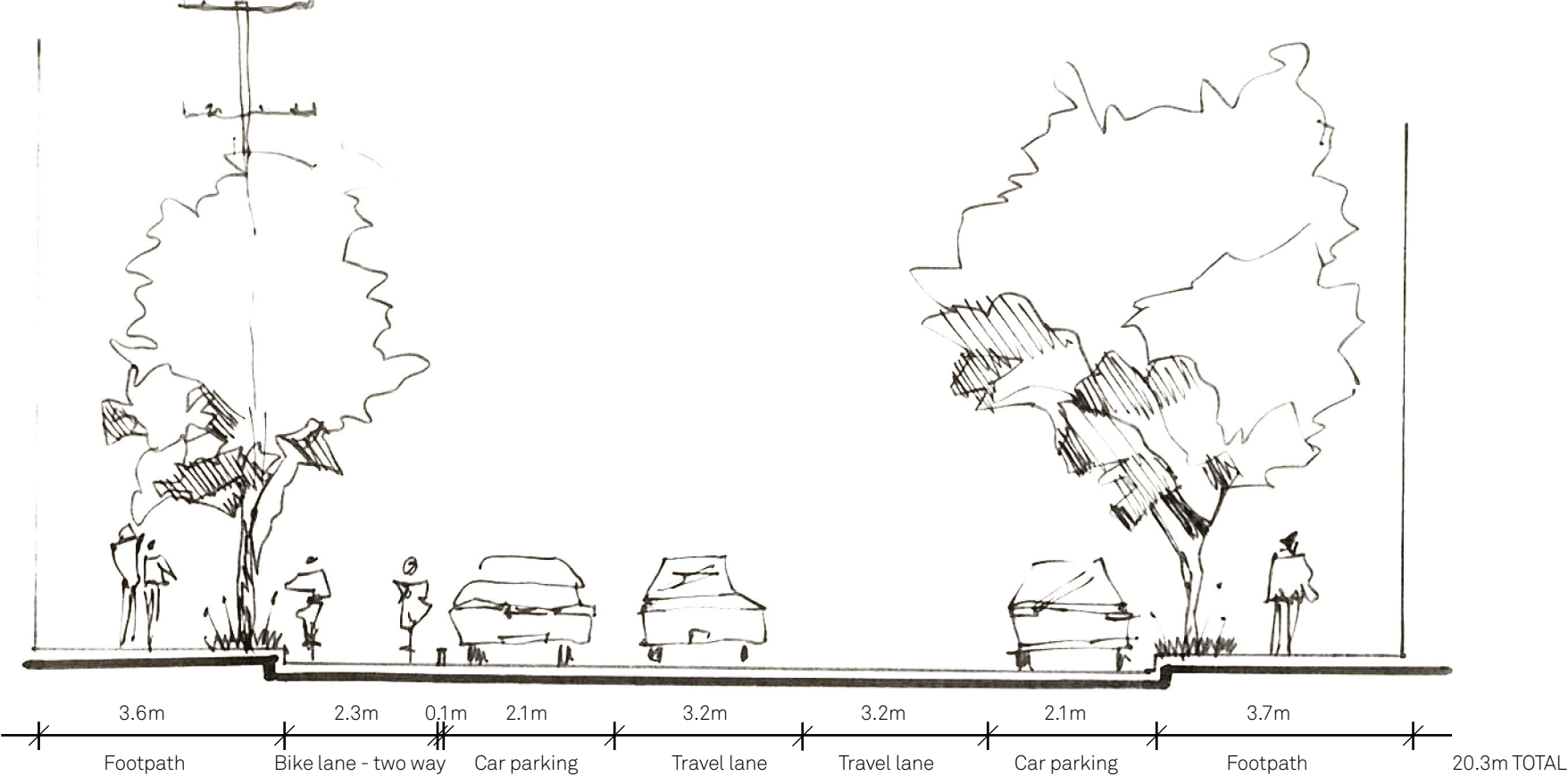


OPTION B_Marrickville Road_Discarded

- DISCUSSION
- > Fits within existing kerb line - both sides of the street;
 - > Separation between vehicles and car parking - not compliant with bikeway standards (min 0.4m);
 - > Bikelanes below standards;
 - > Travel lanes width to RMS review;
 - > Generally no electrical cables to north side of street..



Typical streetscape section Option A



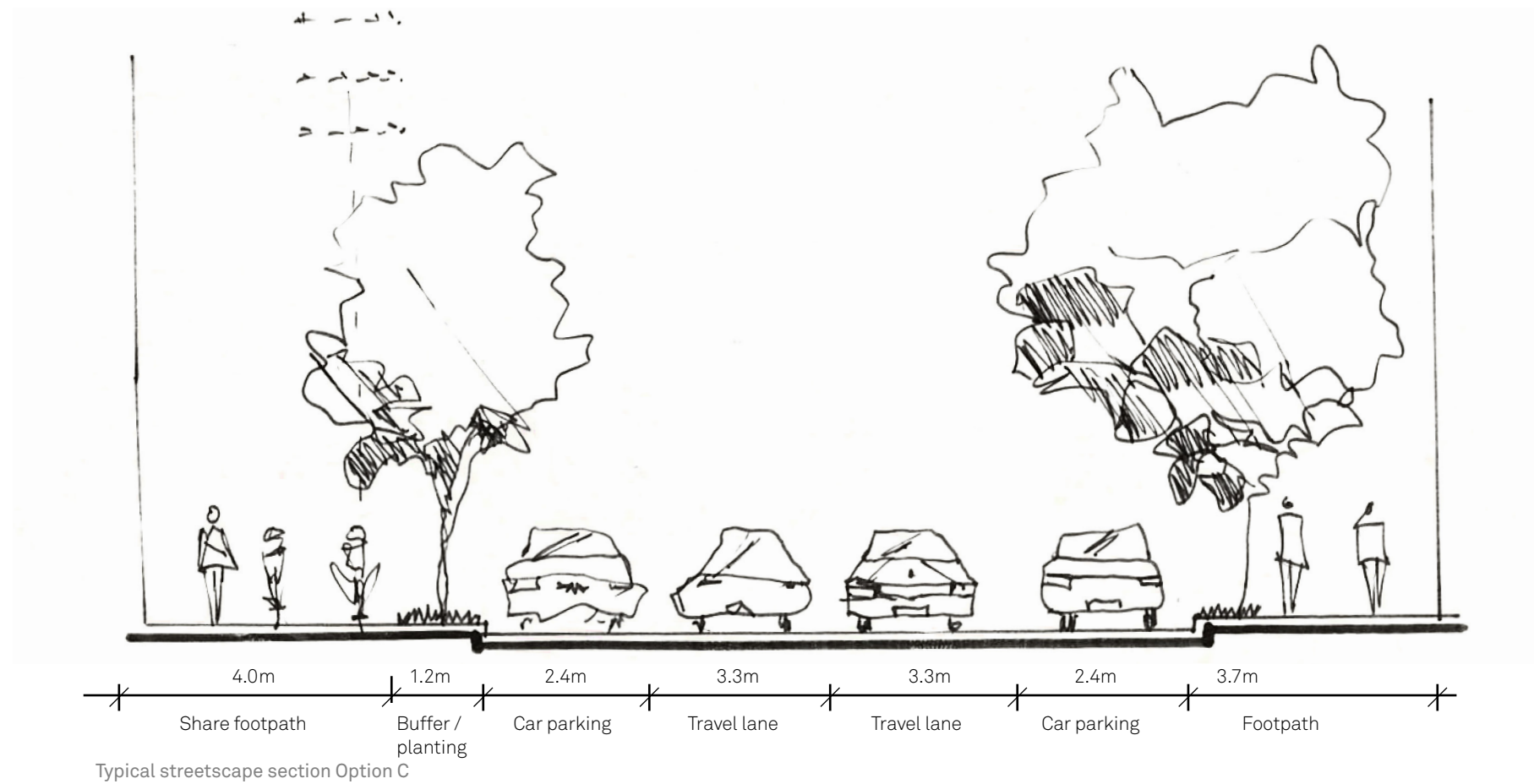
Typical streetscape section Option B

05_ Design Options

OPTION C_Marrickville Road_Discarded

DISCUSSION

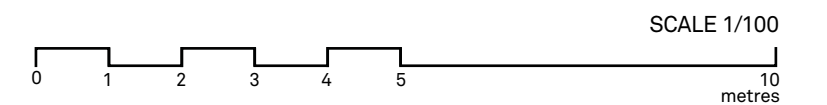
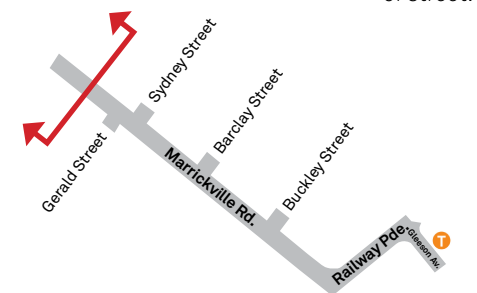
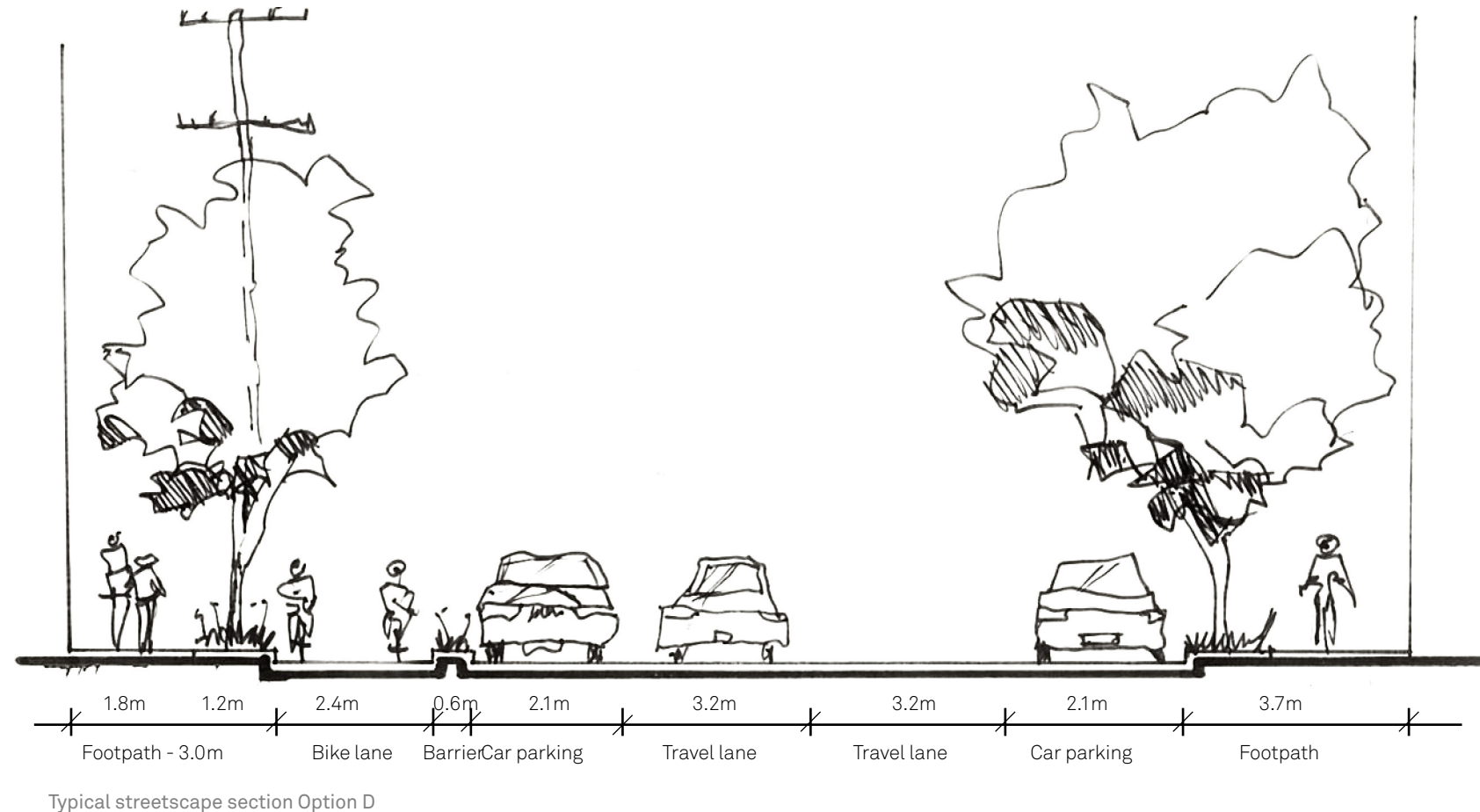
- > Share pathway along southern side of Marrickville Road;
- > More generous parking widths;
- > Travel lanes width to RMS review (travel lanes wider than other options 0.1m);
- > Generally no electrical cables to north side of street.



OPTION D_Marrickville Road_Discarded

DISCUSSION

- > Relocated kerbline to southern side of Marrickville Road;
- > Preference for bikelane on southern side of the street to avoid road intersections and driveways;
- > Overhead electrical services require relocation to back of kerb;
- > Bikeways separation is more generous than standard;
- > Travel lanes width to RMS review; and
- > Generally no electrical cables to north side of street.



06_ master plan

in this
SECTION
...



06_ MASTER PLAN

General Plan

The master plan proposes a dedicated bike path along the southern side of Marrickville Road East, adjacent to the existing kerbline.

This will require the realigning of the kerbline along the northern side of the street in order to not lose parking availability.

New pavements are proposed in the street along with new street trees, raingardens and pedestrian amenity including pedestrian lighting, seats, bins and drink fountains.

The following pages and plans include:

_General Plan - highlighting the overall design for the streetscape including all proposed elements.

_Trees - outlines the proposed trees along the street. Species vary depending on specific context paying special attention to the retained overhead electrical infrastructure.

_Planting - outlines the proposed grasses and understory planting. The planting response to aspect - sun and shade and location - raingardens and general verge planting.

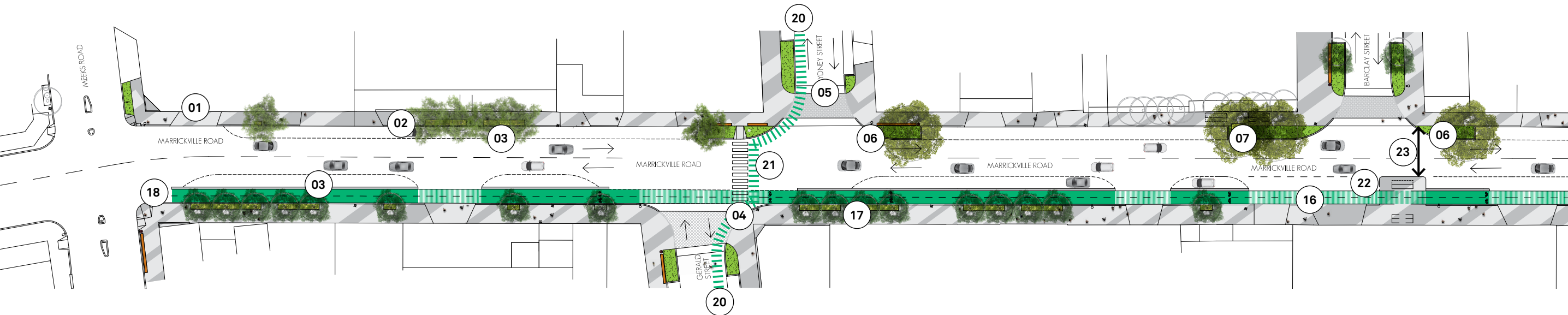
_Furniture and Finishes - Articulates the proposed street furniture and pavement design along the street.

The following text and reference numbers correlate with the illustrative plan.

- 01 Existing driveway access points maintained.
- 02 Realign kerb line along northern street edge to widen the road environment allowing for bicycle lane to southern side of the street. Reinstall concrete paving and make good any damages.
- 03 Parallel parking retained.
- 04 Pedestrian priority crossing north - south crossing point.
- 05 New pedestrian priority east - west crossing points at each intersection.
- 06 New kerb blisters at each street intersection. Intersection geometry to allow for 19.0m turning vehicle. WSUD rain gardens integrated into each blister. Planting to be low grasses and groundcovers to maintain intersection sightlines.
- 07 Large existing Eucalypt tree retained. Additional groundcover planting with widened tree pit planting area.
- 08 New street tree planting with large spreading canopies along the northern road edge. The large canopies are allowed due to the lack of electricity infrastructure and aim to shade and cool the road surface. In ground lights to enhance the tree canopy at night producing street lighting to of a more human scale and improve the night time security in the area.

- 09 Kerb blisters to extend into side streets with the returns including WSUD rain gardens.
- 10 Mark precinct entry with significant tree planting - investigate species such as Ficus Rubiginosa.
- 11 Expand tree pits beneath existing and new tree plantings with native grasses and groundcovers.
- 12 Coordinate a pedestrian priority intersection with relevant agencies. Improve the pedestrian permeability of the intersection. Facilitate safe bicycle routes north-south along Railway Parade and east-west along Gleeson Avenue.
- 13 Provide new separated bicycle lane along Railway Parade. Maintain car parking. Connect to future bike lanes on northern side of Railway Parade, across redesigned intersection.
- 14 Increase the available soil medium and groundcover planting with expanded tree pits along Marrickville Road East. Replace existing street trees with new trees.
- 15 Retain existing heritage wall. Install block / batten style seating for pedestrian seating opportunities. Liaise with wall owners and heritage to use the wall as a canvas for street art. Install in ground lights to enhance visual quality and improve night time casual surveillance around it.

- 16 Provide new separated bicycle lane along Marrickville Road East. Maintain car parking.
- 17 Provide new pedestrian amenity items including seating, bins, and drink fountain.
- 18 Tie bicycle lane design into regional south cycle route.
- 19 Future bicycle connection north with regional bicycle route.
- 20 Existing bicycle north-south cycle route
- 21 New bicycle-pedestrian combined zebra crossing.
- 22 Bus stop to be redesigned. Issues of accessibility and cycle path overlap to be resolved during detail design.
- 23 Possible new crossing point. Type and exact location to be specified in detail design.
- 24 Review intersection design to maximise pedestrian safety at crossing point.





06_ MASTER PLAN

Trees

Tree Species 01_ Tristaniopsis Laurina Luscious -x34 new trees proposed 01



Botanic Name:
Tristaniopsis laurina

Common Names:
Water Gum

Family:
MYRTACEAE

Origin:
Eastern Australia

Typical Height:
7-10 metres

Typical Width:
5-6 metres

Typical Growth rate:
Moderate to fast.

Typical Habit:
Very hardy small sized native evergreen tree with a dense canopy.

Foliage:
Oblong glossy dark green leaves with a pale underside.

Flowers:
Nectar rich small yellow flowers in summer.

Fruit:
Small round green fleshy fruit.

Site requirements:
Tolerates a wide range of soils in a full sun or part shade position.



Tree Species 02_ Lophostemon Confertus -x27 new trees proposed 02



Botanic Name:
Lophostemon confertus

Common Names:
Brush Box

Family:
MYRTACEAE

Origin:
Eastern Australia north of Sydney

Typical Height:
15-20 metres

Typical Width:
8-12 metres

Typical Growth rate:
Fast.

Typical Habit:
A tall, sturdy evergreen native tree with rough bark at the base and smooth pinkish bark above peeling in summer to reveal greenish cream new bark. A densely spreading crown with domed head.

Foliage:
Deep green, ovate to acuminate and 15cm long.

Flowers:
White, dainty, 5 petalled and fragrant flowers with long fluffy stamens appearing in spring.

Fruit:
Small woody capsules.

Site requirements:
Sandy to medium soils in an open, sunny position, but tolerant of an extremely wide range of soils and conditions. Drought and frost tolerant.



Tree Species 03_ Ficus Microcarpa -x2 new trees proposed 03



Botanic Name:
Ficus Microcarpa var Hillii

Common Names:
Hill's Weeping Fig

Family:
MORACEAE

Origin:
Queensland

Typical Height:
15-30 metres

Typical Width:
15-20 metres

Typical Growth rate:
Moderate.

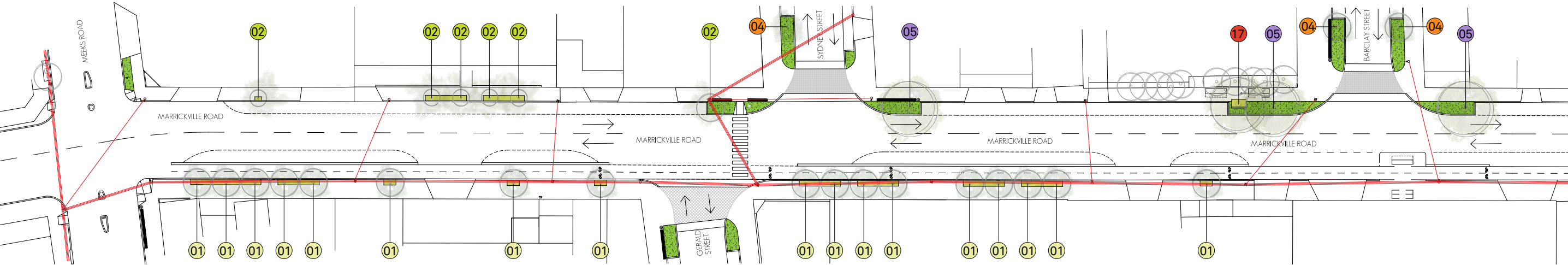
Typical Habit:
An erect, sturdy native tree with a heavy dense crown. The main trunk is buttressed and sometimes aerial roots are produced.

Foliage:
Evergreen. Dark glossy green leaves above paler beneath, 8-12cm long and 3-4cm wide.

Flowers:
Insignificant.

Fruit:
Small figs 7-10mm across, green at first then salmon-pink with greenish-yellow warts on the surface, ripen in March to April.

Site requirements:
Light to medium soils in an open, sunny position. Drought, frost and salt tolerant.



Trees

Tree Species 04_ Angophora Costata -x3 new trees proposed 04



Botanic Name:
Angophora costata

Common Names:
Sydney Red Gum/ Smooth Barked Apple

Family:
MYRTACEAE

Origin:
Eastern Australia

Typical Height:
12-20 metres

Typical Width:
10-13 metres

Typical Growth rate:
Fast.

Typical Habit:
Tall native spreading tree with smooth pink bark and twisted, gnarled branches.

Foliage:
Light green, lanceolate and opposite leaves.

Flowers:
White flowers occurring in large fluffy terminal clusters.

Fruit:
Small ribbed woody capsules.

Site requirements:
Prefers well drained to heavy soils in an open sunny position. Drought and frost resistant.



Tree Species 05_ Liriodendron Tulipifera -x4 new trees proposed 05



Botanic Name:
Liriodendron tulipifera

Common Names:
Tulip tree

Family:
MAGNOLIACEAE

Origin:
North America

Typical Height:
12-18 metres

Typical Width:
6-8 metres

Typical Growth rate:
Moderate.

Typical Habit:
Medium to large and columnar deciduous tree with upright branching.

Foliage:
Distinctly shaped-four shallow lobed, mid to lime green leaves up to 20cm long, turning to a rich golden yellow in autumn.

Flowers:
Lightly fragrant, tulip shaped flowers, greenish yellow in colouring with orange markings,late spring to early summer. Only produces flowers if greater than 7 years.

Fruit:
Samaras, borne in upright cone like clusters.

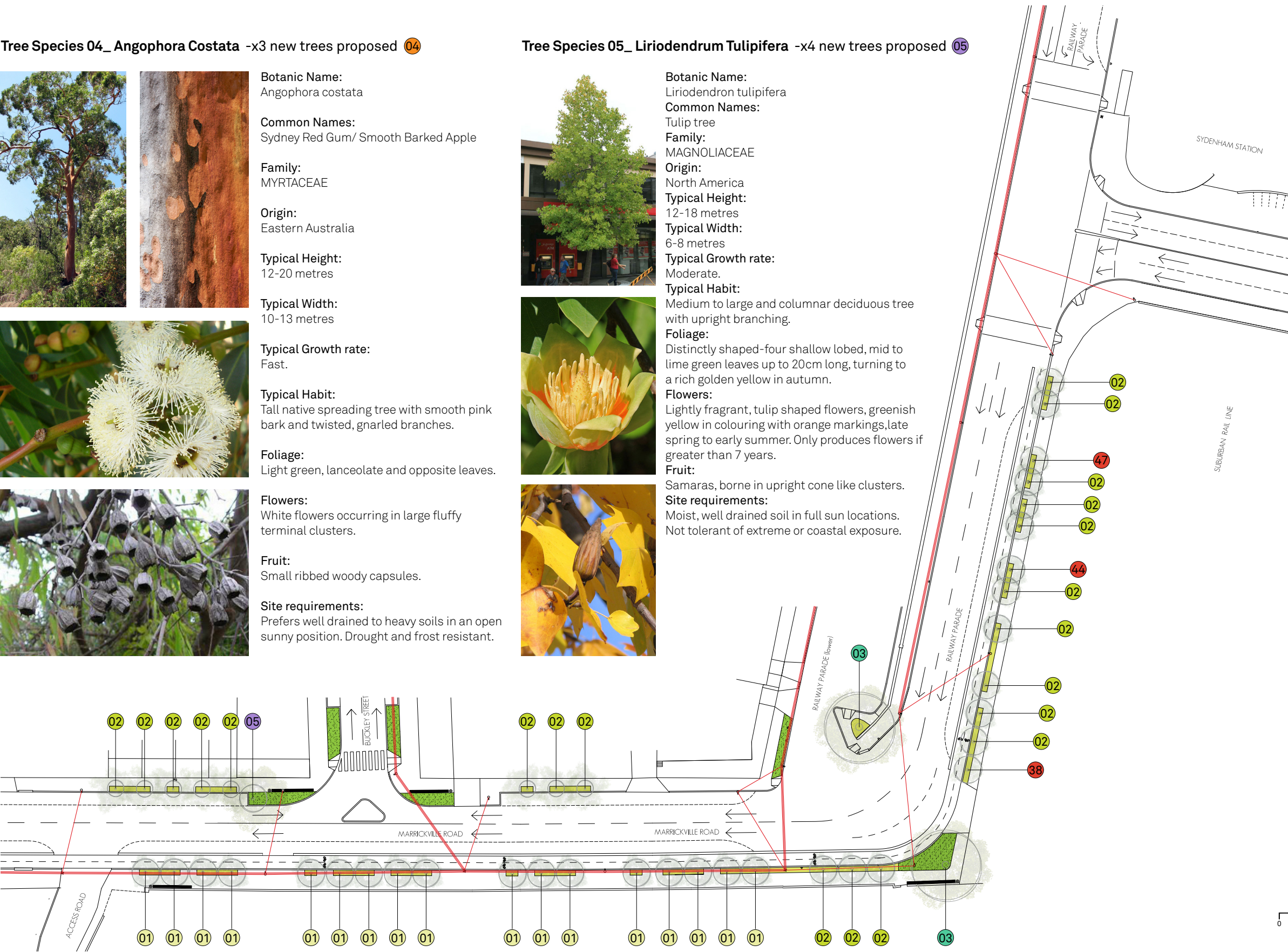
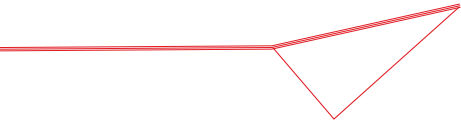
Site requirements:
Moist, well drained soil in full sun locations. Not tolerant of extreme or coastal exposure.

Existing Trees - TO BE RETAINED

- 17
Asset Number TRS28927
Botanical Name Eucalyptus mannifera
Height 15m
Canopy Spread 44m
DBH 60cm
Age Mature
- 38
Asset Number TRS28895
Botanical Name Lophostemon confertus
Height 3
Canopy Spread 2
DBH 12cm
Age Semi Mature
- 44
Asset Number TRS28889
Botanical Name Lophostemon confertus
Height 4
Canopy Spread 2
DBH 8cm
Age Semi Mature
- 47
Asset Number TRS28886
Botanical Name Lophostemon confertus
Height 4
Canopy Spread 2
DBH 8cm
Age Semi Mature

NOTE
All trees classified as low or medium retention value are to be removed. Refer to Tree Assessment Plan within the Site Analysis section of this document (pages 42-43).

LEGEND
Existing Power Lines are **to be bundled** and are represented by Red Lines as shown below



06_ MASTER PLAN

Planting

Verge Gardens Proposed Species

SUN



Cymbopogon refractus
many - grass better mass planted

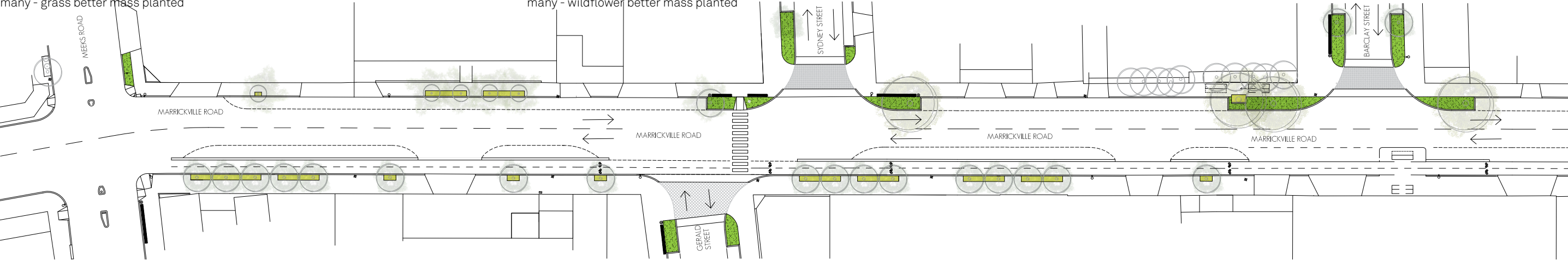
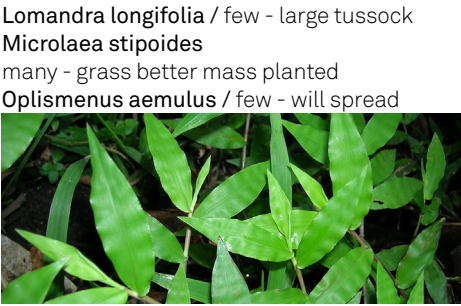
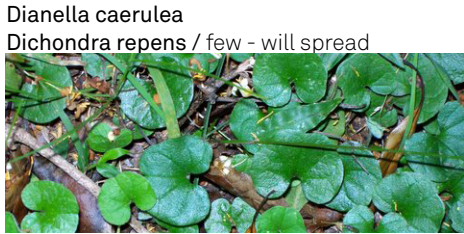


Lomandra longifolia / few - large tussock
Pelargonium australe / few - will spread
Platysace lanceolata / few - small open shrub
Pratia purpurescens / few - will spread



Themeda triandra
many - grass better mass planted
Wahlenbergia stricta
many - wildflower better mass planted

SHADE (UNDER TREES)



WSUD Proposed Species

IN SUN

Carex appressa / many - sedge/rush
Carex fascicularis / most wet section only

Dianella caerulea



Dichondra repens / few - will spread
Ficinia nodosa / many sedge/rush

Hibbertia scandens / few - will dominate
Viola hederacea / few - will spread

Juncus usitatus / many - sedge/rush



Lomandra longifolia



Persicaria decipiens / few - flower accent
Pratia purpurescens / few - will spread

Schoenus apogon / many - sedge/rush



Wahlenbergia gracilis / few - flower accent

Juncus kraussii / many - sedge/rush



IN SHADE (UNDER TREES)

Carex appressa / many - sedge/rush



Carex breviculmis / many - sedge/rush



Carex fascicularis / most wet section only



Dianella caerulea
Dichondra repens / few - will spread
Gahnia melanocarpa / few - large sedge
Hibbertia dentata / few - will spread
Hydrocotyle peduncularis / few - will spread
Isolepis inundata / many - sedge/rush

Lomandra longifolia
Juncus usitatus / many - sedge/rush
Pratia purpurescens / few - will spread
Schoenus apogon / many - sedge/rush
Viola hederacea / few - will spread



06_ MASTER PLAN

Furniture and Finishes

01_Bike Lane Paint



Separated cycle connection

02_Concrete Pavement



Concrete pavement - to provide texture and variation. Pattern to be developed during detail design. Option for integrated artist to collaborate with landscape architect and maintenance teams.

03_Bike Rack



Stainless steel bike racks - as per the Council Design Guide

04_Drinking Fountain



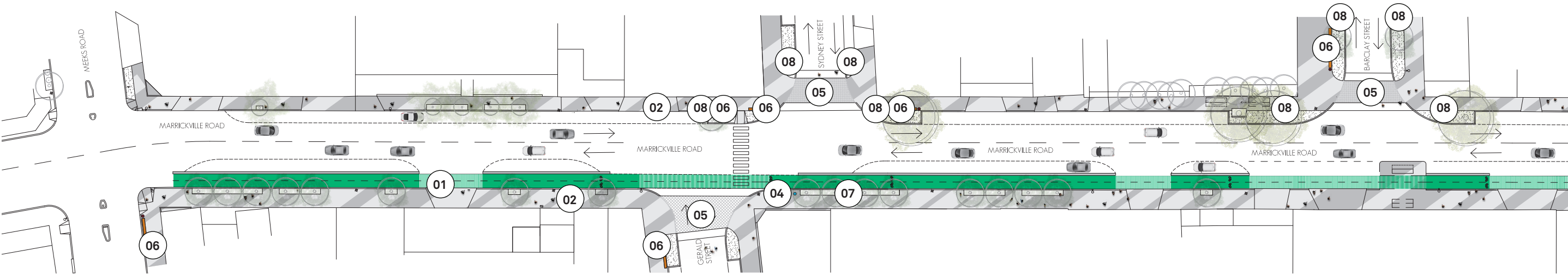
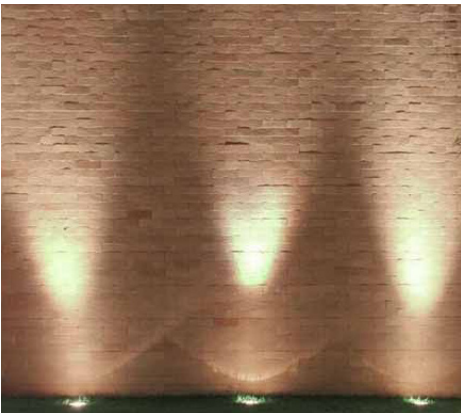
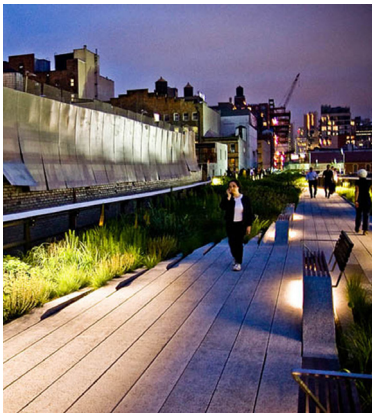
08_Intersection WSUD

Planted raingardens at intersection provide separation for pedestrian and vehicles with green relief and water treatment. The intersections are based on 19.0m vehicle turns.



09_Street Lighting

New pedestrian lighting to provide a human scale along the street and improve safety in the area. Provide a combination of in-ground lighting to enhance trees with linear lighting projected on the ground from under side of benches and key locations such as brick heritage wall.



Furniture and Finishes

05_Pedestrian crossings

05A



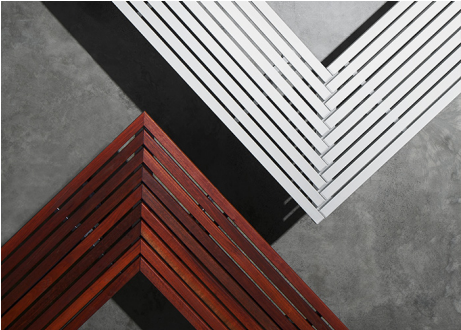
05B



05C



06_Bench Type 02

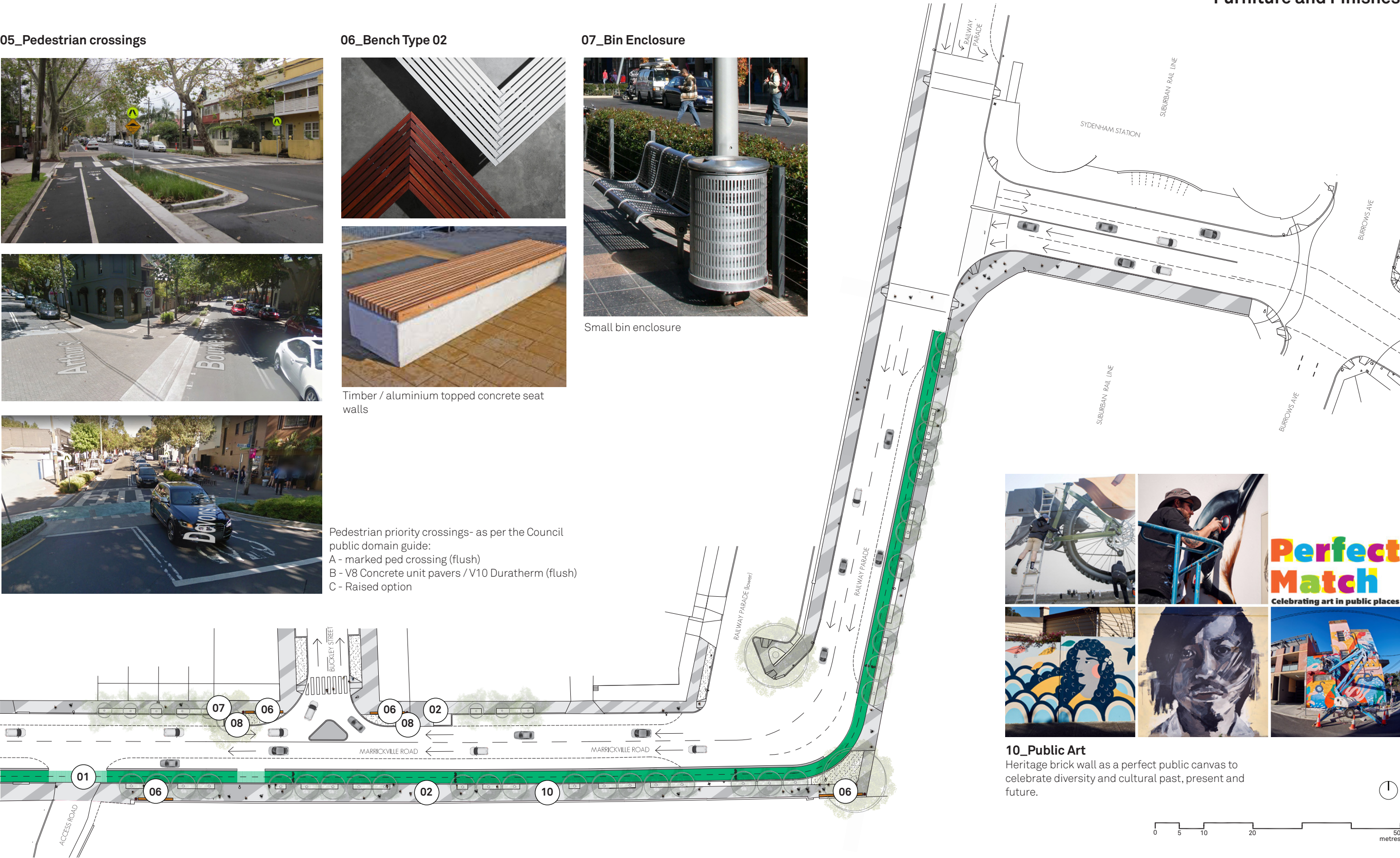


Timber / aluminium topped concrete seat walls

07_Bin Enclosure



Small bin enclosure



Pedestrian priority crossings- as per the Council public domain guide:
A - marked ped crossing (flush)
B - V8 Concrete unit pavers / V10 Duratherm (flush)
C - Raised option



10_Public Art
Heritage brick wall as a perfect public canvas to celebrate diversity and cultural past, present and future.

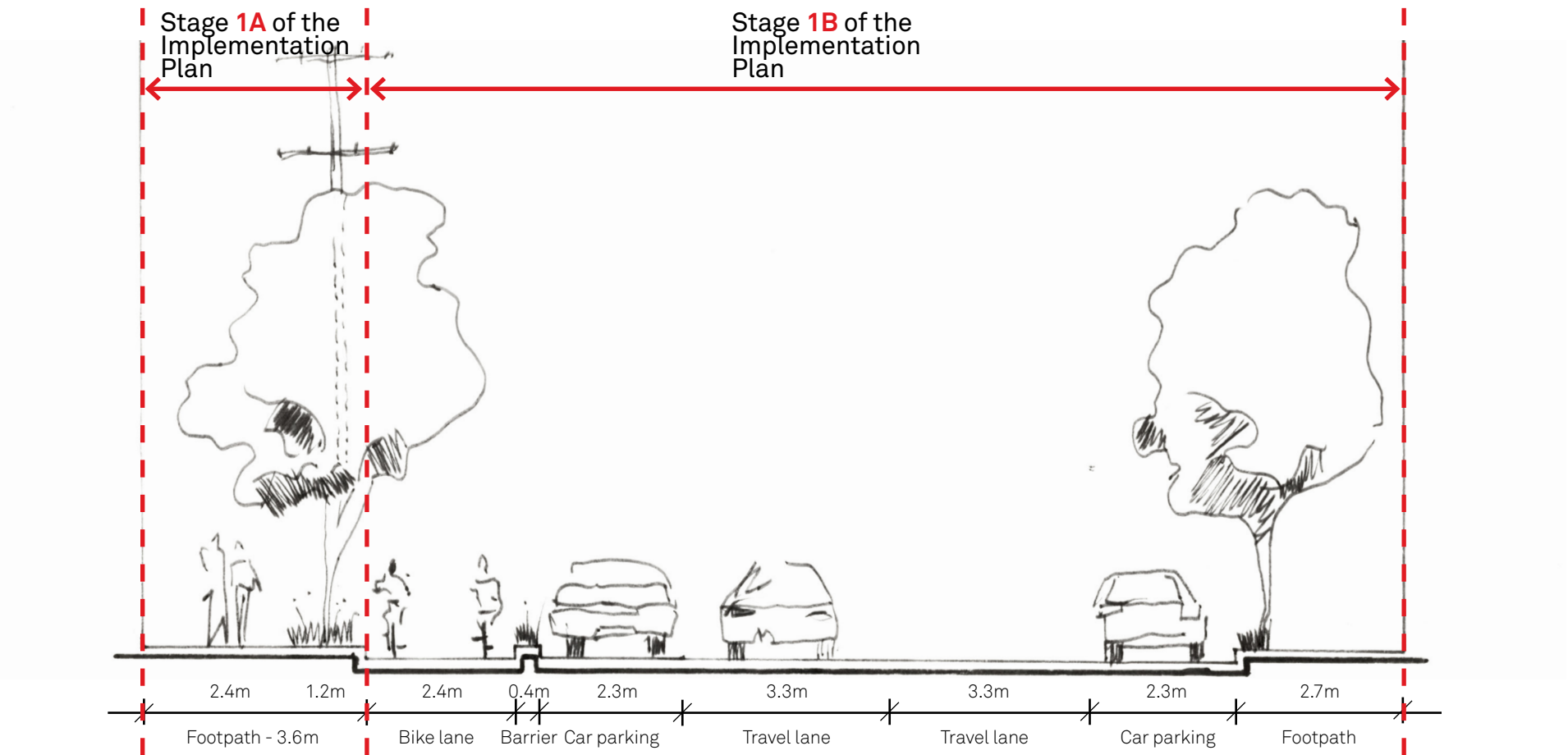


06_ MASTER PLAN

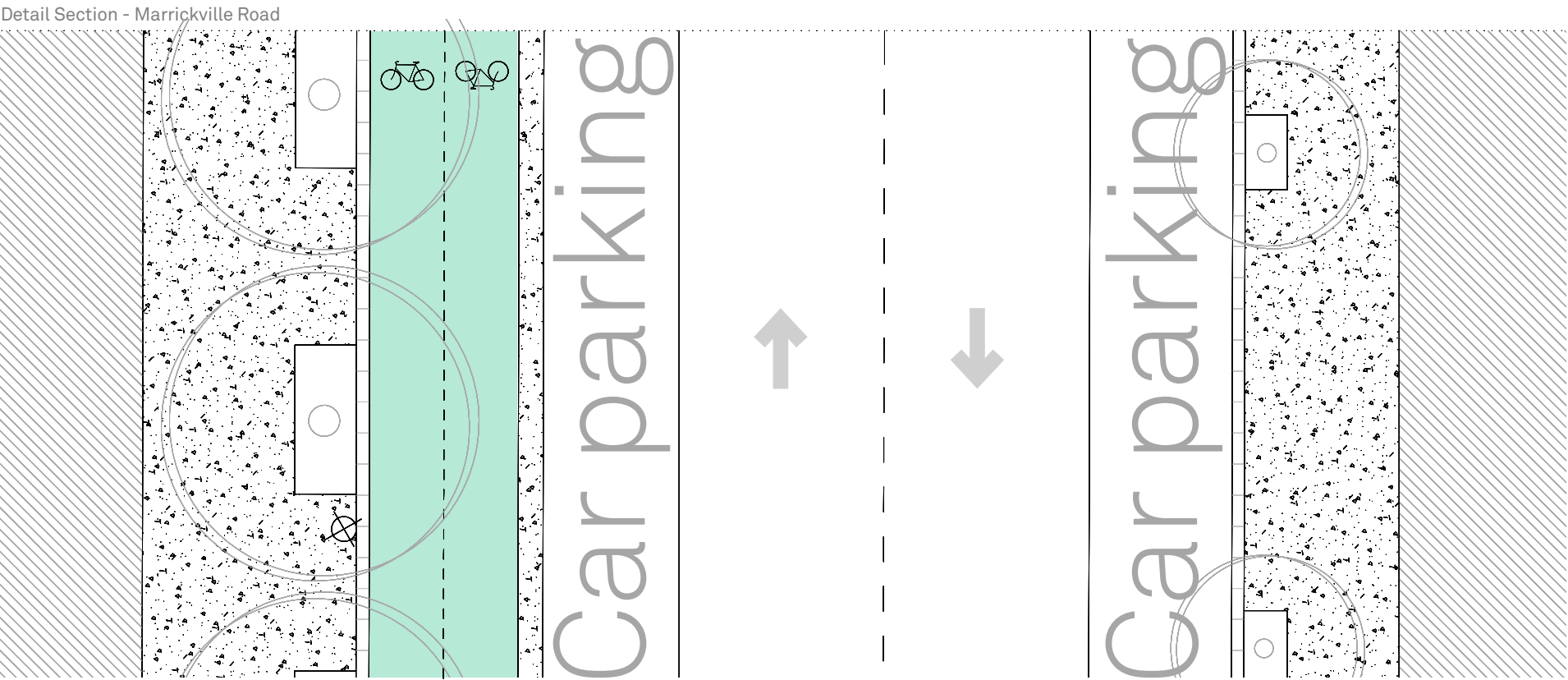
PROPOSED STREET SECTION_Marrickville Road

DISCUSSION

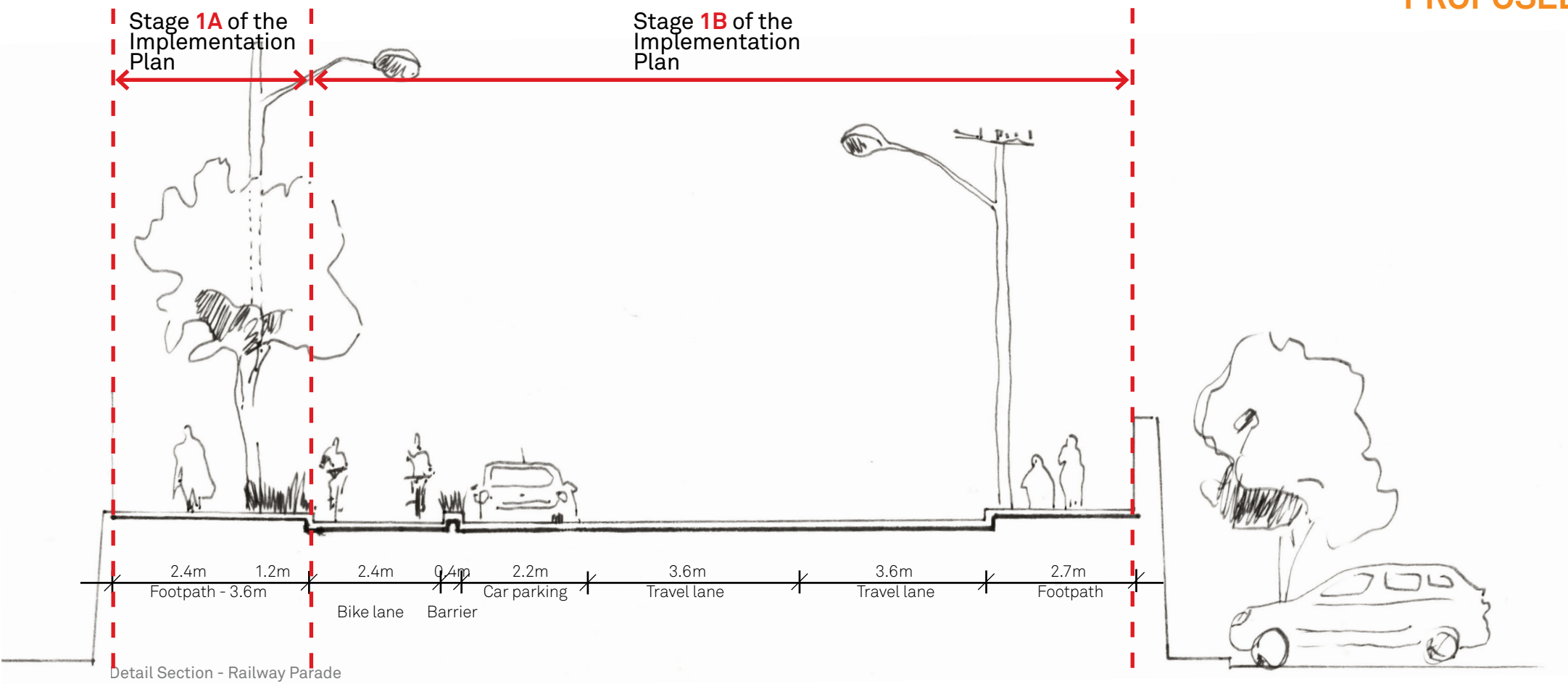
- > Retained kerbline to southern side of Marrickville Road;
- > Preference for bikelane on southern side of the street to avoid road intersections and driveways;
- > Overhead electrical services do not require relocation;
- > Minimum bike lane separation of 0.4m;
- > Travel lanes width to RMS review;
- > Narrowing of northern side of Marrickville Road facilitates truck access to side streets and warehouses; and
- > Generally no electrical cables to north side of street.



Plan - Marrickville Road

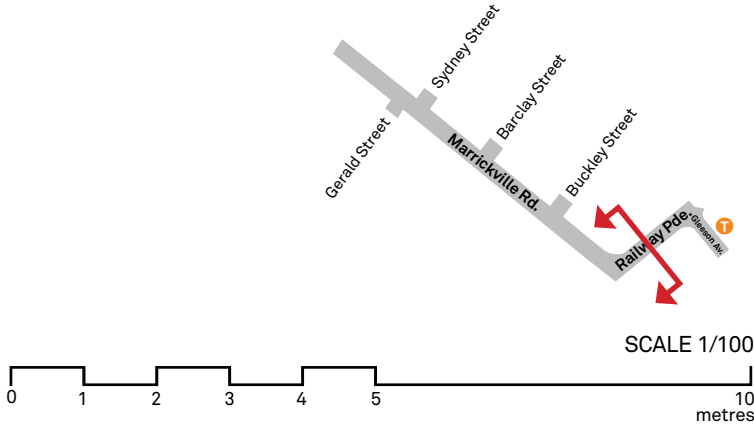
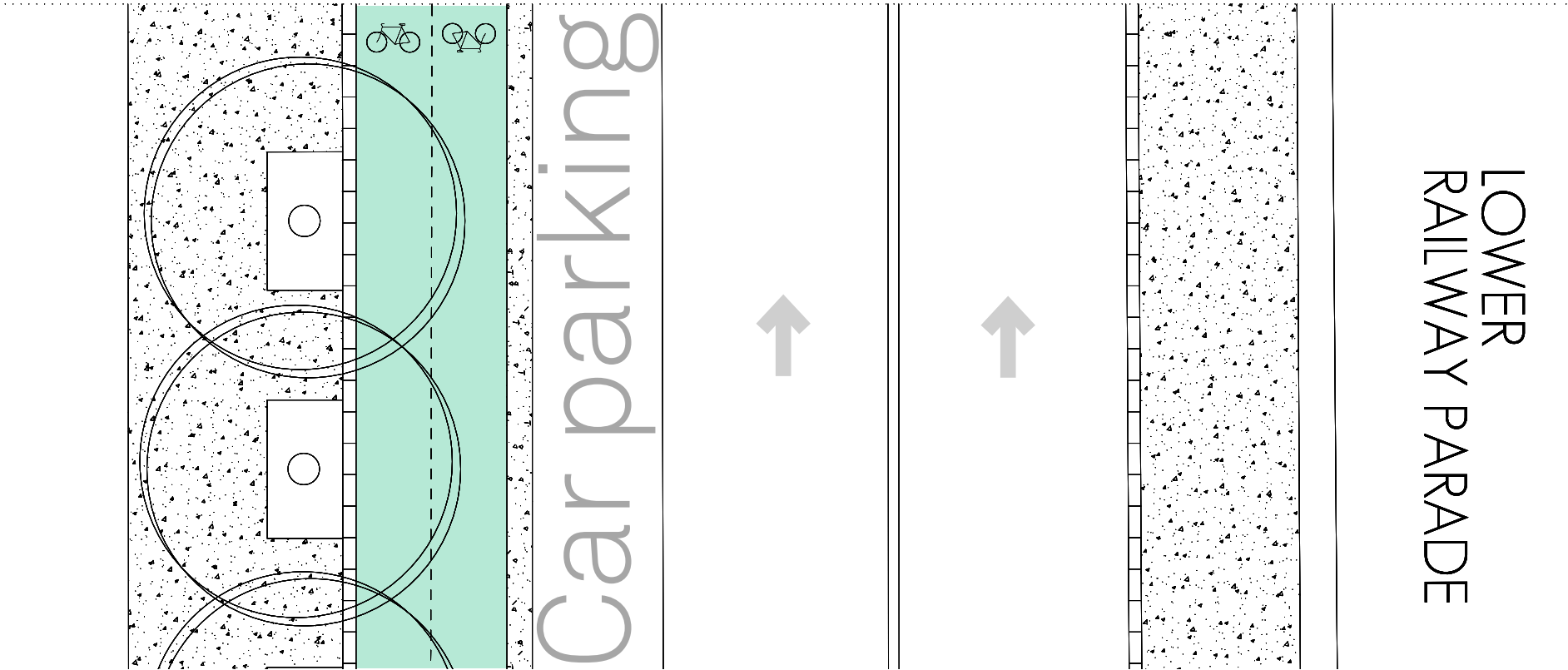


PROPOSED STREET SECTION_Railway Parade



DISCUSSION

- > Widening kerbline to east side of Railway Parade;
- > Preference for bikelane on eastern side of the street to avoid road intersections and driveways and match proposed in Marrickville Road;
- > Overhead electrical services/light poles do not require relocation;
- > Minimum bike lane separation of 0.4m;
- > Travel lanes width to RMS review; and
- > Retain kerbline to western side of Railway Parade.

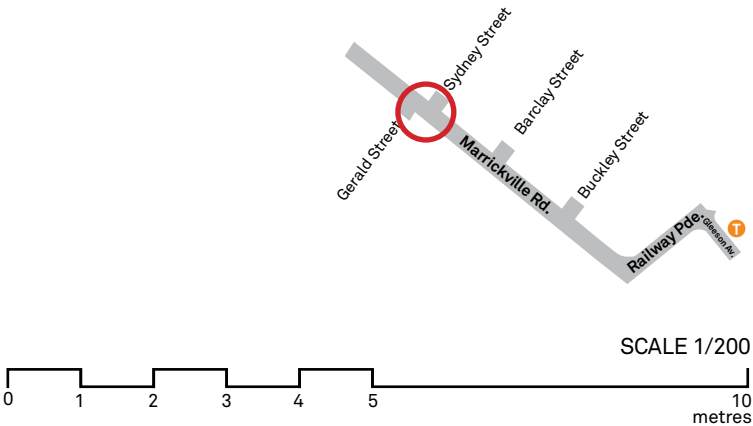


06_ MASTER PLAN

STREET INTERSECTION
Marrickville Road & Meeks Road



- Legend**
- Dedicated Bicycle Path
 - Verge Garden
 - Water Sensitive Urban Design (WSUD)
 - Footpath Treatment
 - Bench
 - Bin Enclosure
 - Drinking Fountain

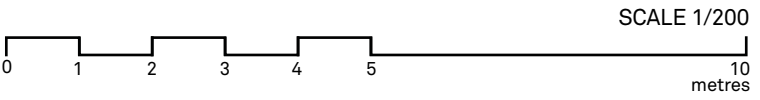
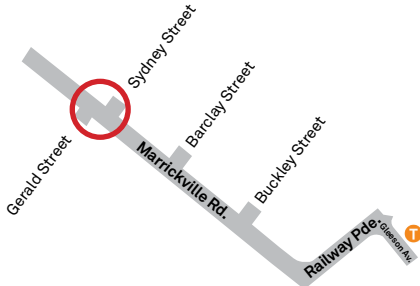


STREET INTERSECTION
Marrickville Road & Sydney Street



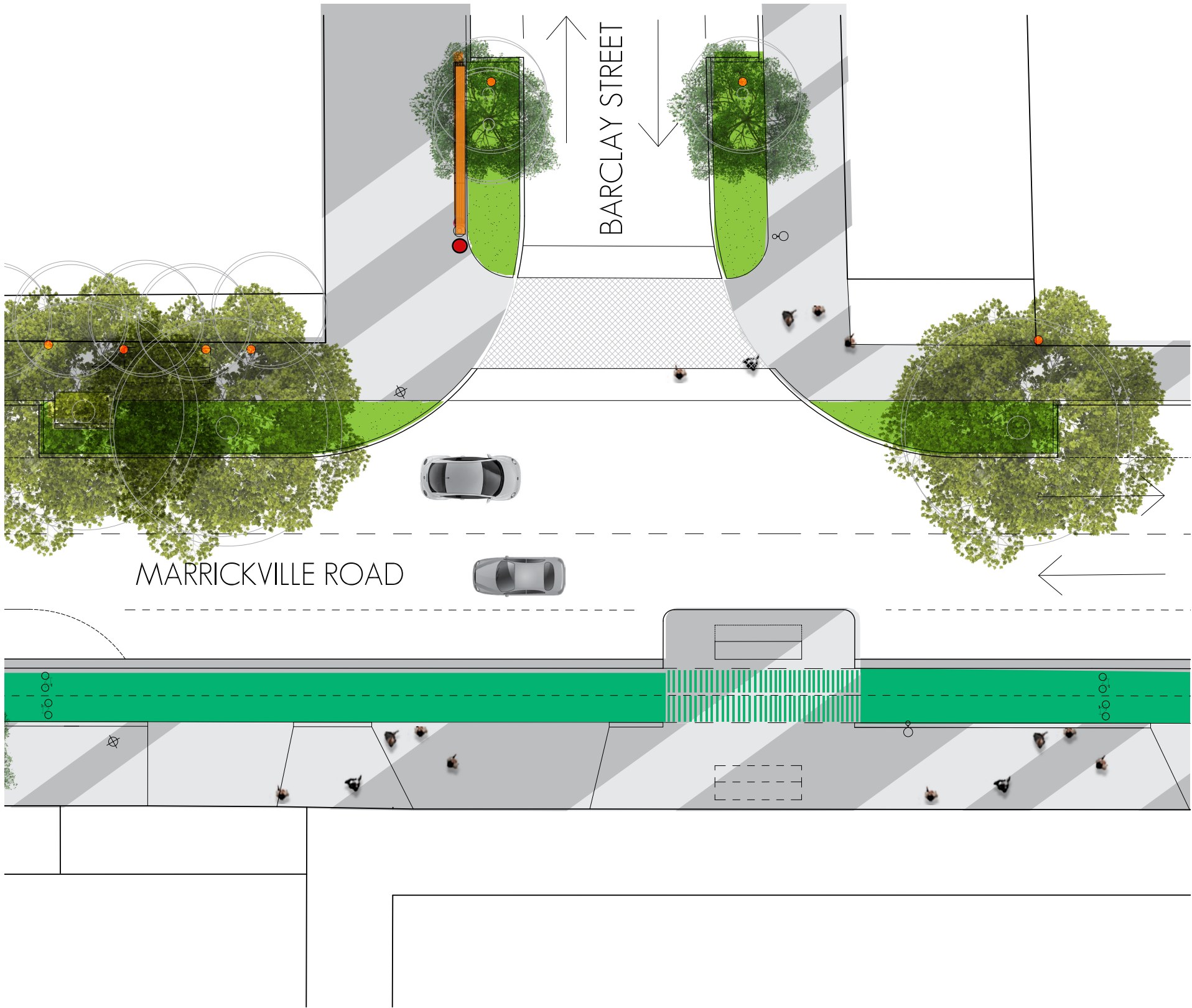
Legend

- Dedicated Bicycle Path
- Verge Garden
- Water Sensitive Urban Design (WSUD)
- Footpath Treatment
- Bench
- Bin Enclosure
- Drinking Fountain
- Inground Light
- Bin Enclosure

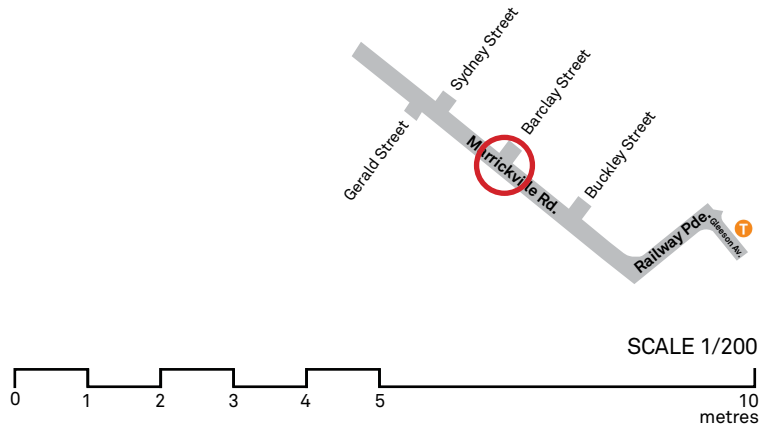


06_ MASTER PLAN

STREET INTERSECTION
Marrickville Road & Barclay Street



- Legend**
- Dedicated Bicycle Path
 - Verge Garden
 - Water Sensitive Urban Design (WSUD)
 - Footpath Treatment
 - Bench
 - Bin Enclosure
 - Drinking Fountain
 - Inground Light
 - Existing bus stop: to be relocated
 - New bus stop location
 - Bin enclosure

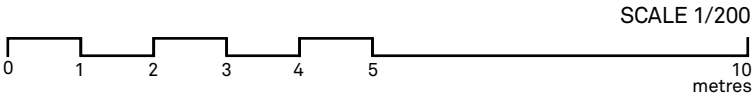
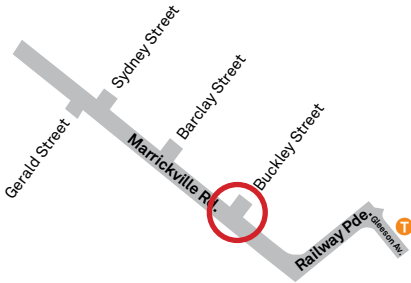


STREET INTERSECTION
Marrickville Road & Buckley Street



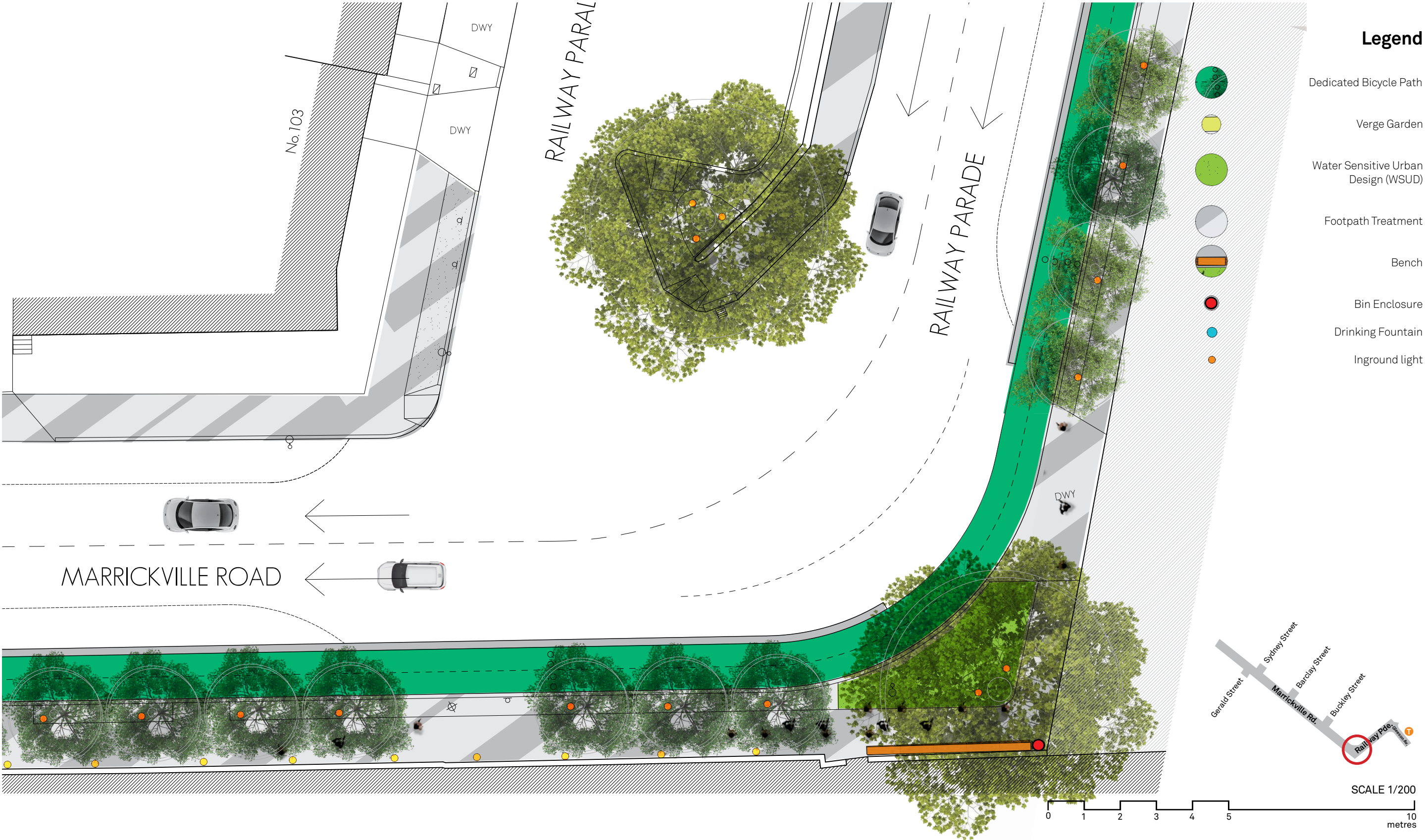
Legend

-  Dedicated Bicycle Path
-  Verge Garden
-  Water Sensitive Urban Design (WSUD)
-  Footpath Treatment
-  Bench
-  Bin Enclosure
-  Drinking Fountain
-  Inground Light

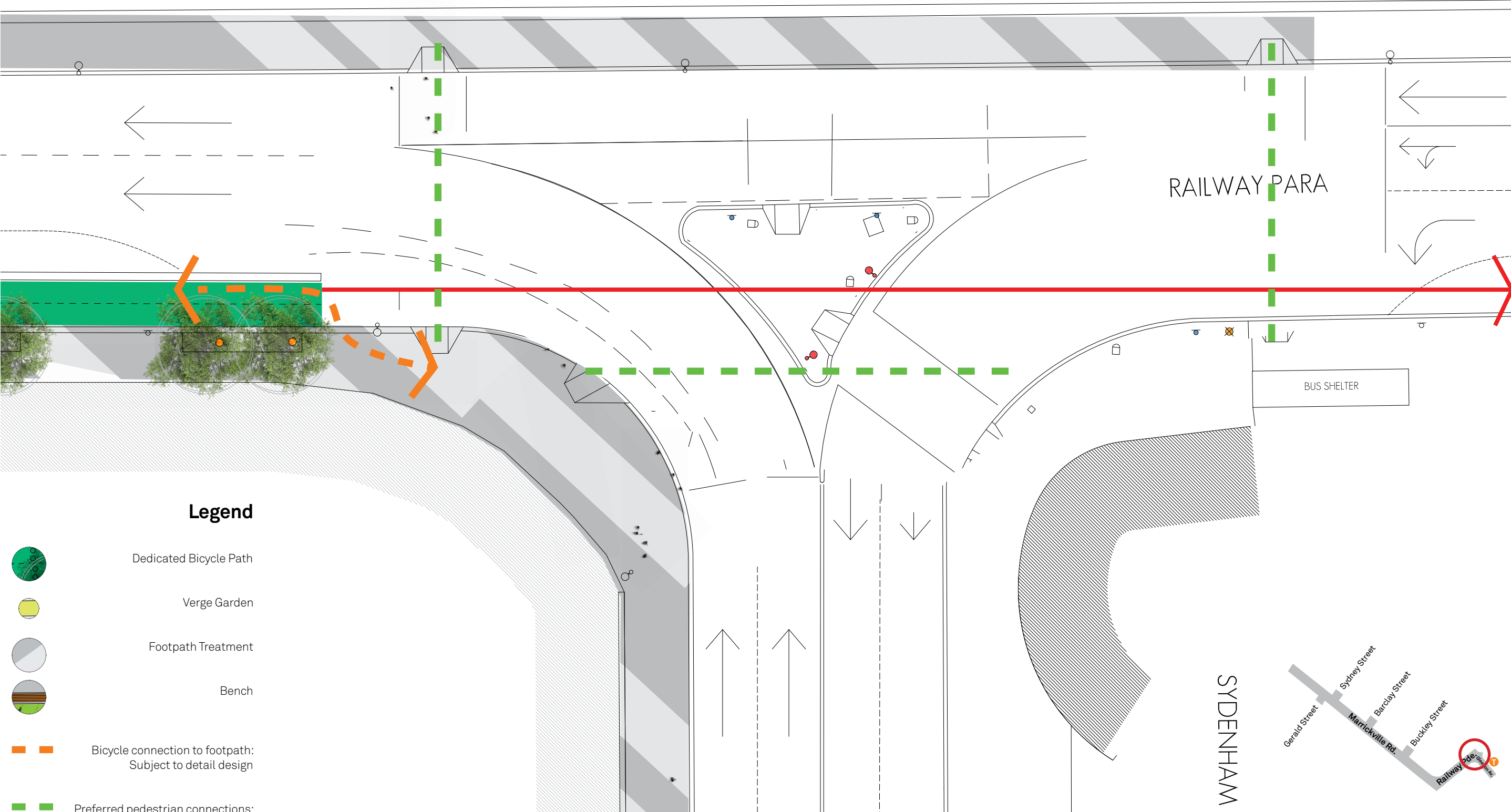


06_ MASTER PLAN

STREET INTERSECTION
Marrickville Road & Railway Parade

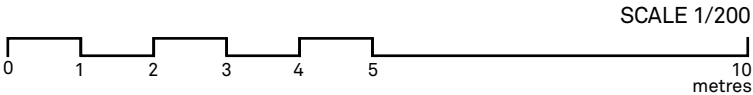


STREET INTERSECTION
Railway Parade & Gleeson Avenue



Legend

- Dedicated Bicycle Path
- Verge Garden
- Footpath Treatment
- Bench
- Bicycle connection to footpath: Subject to detail design
- Preferred pedestrian connections: Subject to detail design
- Future bicycle connection: Subject to detail design



07_ implementation plan





Marrickville Road East

Costing
Breakdown by Projects

07_ Implementation Plan

Costing

The implementation plan is to guide the implementation and possible costs associated with the Marrickville Road East project. The implementation plan has been used to influence the long term Financial Plan.

The street has been de-constructed with each construction element listed. Each listed item has a quantity provided, a unit rate, a cost rate and total costs.

The total overall costs are calculated as a subtotal and total which has contingencies included for staged delivery, project management and unforeseen costs.

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT
KERB AND GUTTER					
A2a	Concrete Kerb & gutter - 150mm high kerb (by hand)	450.0	m	\$160.00	\$72,000.0
A4a	Concrete Median Island Kerb 150-200mm high on existing road pavement	430.0	m	\$135.00	\$58,050.0
A6b	Sandstone Kerb on concrete base (install only)	284	m	\$265.00	\$75,260.0
FOOTPATH & VEHICULAR CROSSING					
A7	Concrete Layback 4.5m long	11.0	each	\$905.00	\$9,955.0
A7a	Concrete Layback reinforced (extra over above)	11.0	each	\$520.00	\$5,720.0
A8	Concrete Kerb Ramp	12.0	each	\$1,090.00	\$13,080.0
A9c	Concrete Footpath 100mm thick (reinforced)	1100.0	m2	\$105.00	\$115,500.0
A17a	Footpath Tree Pit (expand existing and excavate 100mm)	12.0	m2	\$245.00	\$2,940.0
A17b	Footpath Tree Pit (new and mulch) 4.0m x 1.0m	234.0	m2	\$300.00	\$70,200.0
P19	Asphalt Footpath (50mm thick)	450.0	m2	\$135.00	\$60,750.0
MINOR TRAFFIC WORKS					
A1.1	Procurement of a Road Occupancy License from RMS/site.	1.0	Each	\$210.00	\$210.0
A1.2	Provision of traffic control staff, including all required signage and Traffic Control Plan	90	PP/Day	\$450.00	\$40,500.0
A14a	Island Infill: Concrete	90.0	m2	\$120.00	\$10,800.0
A15	Colour oxide surface finish (bikepath - 100% coverage - 1250m2)	1250.0	m2	\$50.00	\$62,500.0
A15	Colour oxide surface finish (all three streets' footpaths - 100% coverage - south side)	1750.0	m2	\$50.00	\$87,500.0
A15	Colour oxide surface finish (all three streets' footpaths - 100% coverage - north side)	1300.0	m2	\$50.00	\$65,000.0
A10b	Concrete Vehicular Crossing: Heavy duty – 150mm thick concrete (40MPa).	266	m2	\$180.00	\$47,880.0
TRAFFIC FACILITIES					
P15a	Tactile Indicators (600mm wide SS) drilled in	74.0	m	\$780.00	\$57,720.0
P17a	Linemarking (lines)	1600.0	m	\$30.00	\$48,000.0
P17b	Linemarking (symbols)	36.0	each	\$170.00	\$6,120.0
C5a	Signage and Post Installation (Council supply) in grass	14.0	each	\$160.00	\$2,240.0
C5b	Signage and Post Installation (Council supply) in concrete	20.0	each	\$185.00	\$3,700.0
ASPHALT ROAD RESEALS					
Q1	Asphalting Site Establishment	3	item	\$26,000.00	\$78,000.0
Q1a	Asphalting Subsequent site float fee	3	shift	\$13,000.00	\$39,000.0
Q2	Asphalting Parking control fee (2 person team)	3	shift	\$2,200.00	\$6,600.0
Q2a	Asphalting Provision of additional traffic control staff (more than 2)	6	PP/shift	\$450.00	\$2,700.0
Q2b	Variable Message Sign	2	each/week	\$1,000.00	\$2,000.0
Q3a	Mill and fill (AC10 or AC14) 40mm Thick	5500.0	m2	\$16.00	\$88,000.0
STORMWATER WORKS					
B1.1	Procurement of a Road Occupancy License from RMS/site.	1.0	each	\$390.00	\$390.0
B1.2	Provision of traffic control staff, including all required signage and Traffic Control Plan	1.0	each	\$645.00	\$645.0
B3c	Kerb Inlet Pit up to 1.8m deep (1.8m lintel)	6.0	each	\$3,950.00	\$23,700.0
B11e	Supply and Lay UPVC Pipes (300mm) avg. depth 1.2m	400.0	m	\$255.00	\$102,000.0
B13a	Subsoil pipe (600mm deep)	400.0	m	\$125.00	\$50,000.0
B13b	Subsoil pipe backfill (300m wide trench)	400.0	m	\$80.00	\$32,000.0
DEMOLITION WORKS					
C4a	Demolition: Footpath all types upto 100mm thick	1375.0	m2	\$40.00	\$55,000.0
LANDSCAPING AND ANCILLARIES					
	Raingarden - Meeks Road Intersection - CAPEX	9.0	m2		\$74,699.00
	Raingarden - Sydney Rd/Gerald St Intersection - CAPEX	85.0	m2		\$167,459.00
	Raingarden - Barclay St Intersection - CAPEX	100.0	m2		\$182,882.00
	Raingarden - Buckley St Intersection - CAPEX	85.0	m2		\$178,203.00
	Raingarden - Railway Road Intersection - CAPEX	58.0	m2		\$136,436.00
R4a	Tree removal (small)	46.0	each	\$250.00	\$11,500.0
R4b	Tree removal (large)	3.0	each	\$1,000.00	\$3,000.0
R5a	Supply and plant tube stock (native provenance, 6 per sqm) exc. Prep	54.0	m2	\$25.00	\$1,350.0
R5b	Supply, install and maintain (6 months) trees (native provenance, 100L) exc. Prep - South Side	47.0	each	\$1,250.00	\$58,750.0
R5b	Supply, install and maintain (6 months) trees (native provenance, 100L) exc. Prep - North Side	21.0	each	\$1,250.00	\$26,250.0
	Supply and Install Inground Lights	120.0	each	\$500.00	\$60,000.0
STREET FURNITURE AND OTHER ASSOCIATED COSTS					
	Supply and install - Public seating	36.0	each	\$2,000.00	\$72,000.0
	Supply and Install - Bicycle Racks	2.0	each	\$2,000.00	\$4,000.0
	Supply and Install - Bin Enclosures	8.0	each	\$3,000.00	\$24,000.0
	Supply and Install - Drink fountain	1.0	each	\$4,500.00	\$4,500.0
	Pedestrian wayfinding signage	2.0	each	\$7,000.00	\$14,000.0
	Bundling of Overhead Electrical Infrastructure - priced per span (pole to pole)	18.0	each	\$8,000.00	\$144,000.0
	Public Art		PC SUM		\$100,000.0
	Repair Existing Concrete Pavement (south side only)		PC SUM		\$50,000.0
	Bus Shelter Relocation (both sides)		PC SUM		\$70,000.0
	Upgrade of non-compliant pedestrian refuge		PC SUM		\$20,000.0
	Service Realignment		PC SUM		\$130,000.0
				SUBTOTAL :	\$2,928,689
VARIATIONS					
C2a	Nightwork: concrete plant opening fee	1	each	\$2,415.00	\$2,415.0
C2b	Nightwork: additional loading	30	%	0.30	\$263,582.0
C3a	Sundays and Public Holidays: concrete plant opening fee	1	each	\$2,930.00	\$2,930.0
C3b	Sundays and Public Holidays: additional loading	10	%	0.33	\$97,623.0
	Small batch Supply and Install Overcost (0.5-1%)		PC SUM		\$38,707.0
SUPERVISION		100	DAY	\$250.00	\$25,000.0
CONTINGENCIES			ITEM	25%	\$732,172.3
				TOTAL :	\$4,091,118

Project 1A - Pavement and Street Tree/Furniture Improvements

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT
FOOTPATH & VEHICULAR CROSSING					
A17a	Footpath Tree Pit (expand existing and excavate 100mm)	12.0	m2	\$245.00	\$2,940.0
A17b	Footpath Tree Pit (new and mulch) 4.0m x 1.0m	191.0	m2	\$300.00	\$57,300.0
MINOR TRAFFIC WORKS					
A1.2	Provision of traffic control staff, including all required signage and Traffic Control Plan	20	PP/Day	\$450.00	\$9,000.0
A15	Colour oxide surface finish (all three streets' footpaths - 100% coverage - south side)	1750.0	m2	\$50.00	\$87,500.0
A10b	Concrete Vehicular Crossing: Heavy duty – 150mm thick concrete (40MPa).	111	m2	\$180.00	\$19,980.0
TRAFFIC FACILITIES					
P15a	Tactile Indicators (600mm wide SS) drilled in	26.0	m	\$780.00	\$20,280.0
P17b	Linemarking (symbols)	4.0	each	\$170.00	\$680.0
C5a	Signage and Post Installation (Council supply) in grass	4.0	each	\$180.00	\$720.0
DEMOLITION WORKS					
C4a	Demolition: Footpath all types upto 100mm thick	500.0	m2	\$40.00	\$20,000.0
LANDSCAPING AND ANCILLARIES					
	Raingarden - Gerald St Intersection - CAPEX	25.0	m2		\$49,252.00
	Raingarden - Railway Road Intersection - CAPEX	40.0	m2		\$94,094.00
R4a	Tree removal (small)	41.0	each	\$250.00	\$10,250.0
R5a	Supply and plant tube stock (native provenance, 6 per sqm) exc. Prep	54.0	m2	\$25.00	\$1,350.0
R5b	Supply, install and maintain (6 months) trees (native provenance, 100L) exc. Prep - South Side	47.0	each	\$1,250.00	\$58,750.0
	Supply and Install Inground Lights	92.0	each	\$500.00	\$46,000.0
STREET FURNITURE AND OTHER ASSOCIATED COSTS					
	Supply and install - Public seating	16.0	each	\$2,000.00	\$32,000.0
	Supply and Install - Bicycle Racks	2.0	each	\$2,000.00	\$4,000.0
	Supply and Install - Bin Enclosures	4.0	each	\$3,000.00	\$12,000.0
	Supply and Install - Drink fountain	1.0	each	\$4,500.00	\$4,500.0
	Pedestrian wayfinding signage	2.0	each	\$7,000.00	\$14,000.0
	Public Art		PC SUM		\$65,000.0
	Repair Existing Concrete Pavement (south side only)		PC SUM		\$50,000.0
	Bus Shelter Relocation		PC SUM		\$35,000.0
	Bundling of Overhead Electrical Infrastrucutre - priced per span (pole to pole)	18.0	each	\$8,000.00	\$144,000.0
SUBTOTAL :					\$838,596
VARIATIONS					
C2a	Nightwork: concrete plant opening fee	1	each	\$2,415.00	\$2,415.0
C2b	Nightwork: additional loading	30	%	0.30	\$75,473.6
C3a	Sundays and Public Holidays: concrete plant opening fee	1	each	\$2,930.00	\$2,930.0
C3b	Sundays and Public Holidays: additional loading	10	%	0.33	\$27,953.2
SUPERVISION		20	DAY	\$250.00	\$5,000.0
CONTINGENCIES			ITEM	25%	\$209,649.0
TOTAL :					\$1,162,017

07_ Implementation Plan

Costing - Breakdown by Projects

The Master Plan has been broken down in 6 different projects to allow for flexibility in the budget allocation and execution of the proposed works.

Project 1A entails the south side of Marrickville Road and east of Railway Parade. The scope of works for this project involves no changes to the kerb lines.

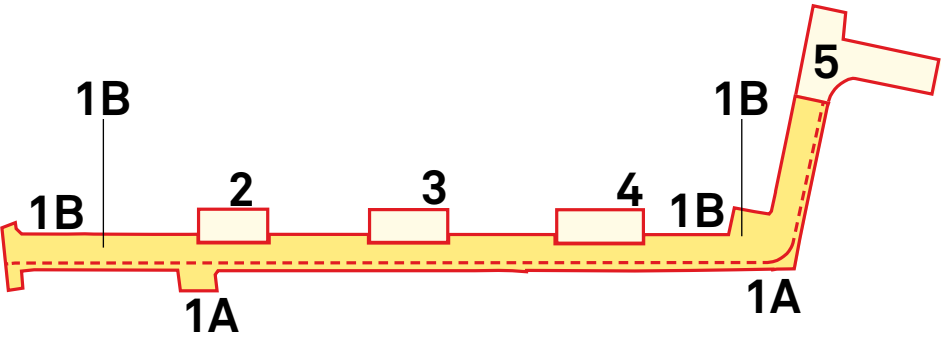


07_ Implementation Plan

Costing

Project 1B has the largest scope and budget allocation. It includes all proposals north of Marrickville Road’s southern kerb line excepting the intersections with Sydney, Barclay and Buckley Streets.

The key project item includes a proposed bike lane and the realignment of Marrickville Road’s northern kerb line



Project 1B - Bikelane, New Kerb and North Side of Road Improvements

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT
KERB AND GUTTER					
A2a	Concrete Kerb & gutter - 150mm high kerb (by hand)	283.0	m	\$160.00	\$45,280.0
A4a	Concrete Median Island Kerb 150-200mm high on existing road pavement	430.0	m	\$135.00	\$58,050.0
A6b	Sandstone Kerb on concrete base (install only)	219	m	\$265.00	\$58,035.0
FOOTPATH & VEHICULAR CROSSING					
A7	Concrete Layback 4.5m long	11.0	each	\$905.00	\$9,955.0
A7a	Concrete Layback reinforced (extra over above)	11.0	each	\$520.00	\$5,720.0
A8	Concrete Kerb Ramp	12.0	each	\$1,090.00	\$13,080.0
A9c	Concrete Footpath 100mm thick (reinforced)	1100.0	m2	\$105.00	\$115,500.0
A17b	Footpath Tree Pit (new and mulch) 4.0m x 1.0m	43.0	m2	\$325.00	\$13,975.0
P19	Asphalt Footpath (50mm thick)	450.0	m2	\$135.00	\$60,750.0
MINOR TRAFFIC WORKS					
A1.1	Procurement of a Road Occupancy License from RMS/site.	1.0	Each	\$210.00	\$210.0
A1.2	Provision of traffic control staff, including all required signage and Traffic Control Plan	40	PP/Day	\$450.00	\$18,000.0
A14a	Island Infill: Concrete	90.0	m2	\$120.00	\$10,800.0
A15	Colour oxide surface finish (bikepath - 100% coverage - 1250m2)	1250.0	m2	\$50.00	\$62,500.0
A15	Colour oxide surface finish (all three streets' footpaths - 100% coverage - north side)	775.0	m2	\$50.00	\$38,750.0
TRAFFIC FACILITIES					
P15a	Tactile Indicators (600mm wide SS) drilled in	12.0	m	\$780.00	\$9,360.0
P17a	Linemarking (lines)	1200.0	m	\$30.00	\$36,000.0
P17b	Linemarking (symbols)	48.0	each	\$170.00	\$8,160.0
C5a	Signage and Post Installation (Council supply) in grass	2.0	each	\$180.00	\$360.0
C5b	Signage and Post Installation (Council supply) in concrete	12.0	each	\$185.00	\$2,220.0
ASPHALT ROAD RESEALS					
Q1	Asphalting Site Establishment	3	item	\$26,000.00	\$78,000.0
Q1a	Asphalting Subsequent site float fee	3	shift	\$13,000.00	\$39,000.0
Q2	Asphalting Parking control fee (2 person team)	3	shift	\$2,200.00	\$6,600.0
Q2a	Asphalting Provision of additional traffic control staff (more than 2)	6	PP/shift	\$450.00	\$2,700.0
Q2b	Variable Message Sign	2	each/week	\$1,000.00	\$2,000.0
Q3a	Mill and fill (AC10 or AC14) 40mm Thick	5500.0	m2	\$16.00	\$88,000.0
STORMWATER WORKS					
B1.1	Procurement of a Road Occupancy License from RMS/site.	1.0	each	\$390.00	\$390.0
B1.2	Provision of traffic control staff, including all required signage and Traffic Control Plan	1.0	each	\$645.00	\$645.0
B3c	Kerb Inlet Pit up to 1.8m deep (1.8m lintel)	6.0	each	\$3,950.00	\$23,700.0
B11e	Supply and Lay UPVC Pipes (300mm) avg. depth 1.2m	400.0	m	\$255.00	\$102,000.0
B13a	Subsoil pipe (600mm deep)	400.0	m	\$125.00	\$50,000.0
B13b	Subsoil pipe backfill (300m wide trench)	400.0	m	\$80.00	\$32,000.0
DEMOLITION WORKS					
C4a	Demolition: Footpath all types upto 100mm thick	700.0	m2	\$40.00	\$28,000.0
LANDSCAPING AND ANCILLARIES					
	Raingarden - Meeks Road Intersection - CAPEX	9.0	m2		\$74,699.00
	Raingarden - Railway Road Intersection - CAPEX	18.0	m2		\$42,342.00
R4a	Tree removal (small)	4.0	each	\$500.00	\$2,000.0
R4b	Tree removal (large)	2.0	each	\$1,000.00	\$2,000.0
R5b	Supply, install and maintain (6 months) trees (native provenance, 100L) exc. Prep - North Side	21.0	each	\$1,250.00	\$26,250.0
	Supply and Install Inground Lights	16.0	each	\$500.00	\$8,000.0
STREET FURNITURE AND OTHER ASSOCIATED COSTS					
	Public Art		PC SUM		\$35,000.0
	Bus Shelter Relocation		PC SUM		\$35,000.0
	Upgrade of non-compliant pedestrian refuge		PC SUM		\$20,000.0
	Service Realignment		PC SUM		\$130,000.0
SUBTOTAL :					\$1,395,031
VARIATIONS					
C2a	Nightwork: concrete plant opening fee	1	each	\$2,415.00	\$2,415.0
C2b	Nightwork: additional loading	30	%	0.30	\$125,552.8
C3a	Sundays and Public Holidays: concrete plant opening fee	1	each	\$2,930.00	\$2,930.0
C3b	Sundays and Public Holidays: additional loading	10	%	0.33	\$46,501.0
SUPERVISION					
		40	DAY	\$250.00	\$10,000.0
CONTINGENCIES					
			ITEM	25%	\$348,757.8
TOTAL :					\$1,931,188

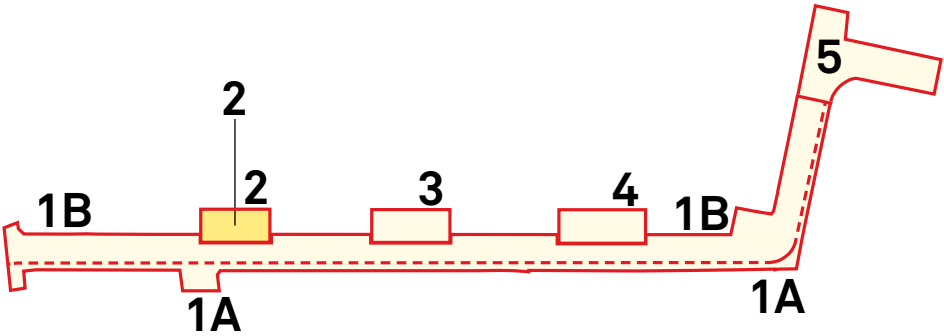
Project 2 - Intersection \$ WSUD upgrade 1

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT
KERB AND GUTTER					
A2a	Concrete Kerb & gutter - 150mm high kerb (by hand)	52.0	m	\$160.00	\$8,320.0
A4a	Concrete Median Island Kerb 150-200mm high on existing road pavement	25.0	m	\$150.00	\$3,750.0
MINOR TRAFFIC WORKS					
A1.2	Provision of traffic control staff, including all required signage and Traffic Control Plan	10	PP/Day	\$450.00	\$4,500.0
A15	Colour oxide surface finish (all three streets' footpaths - 100% coverage - north side)	158.0	m2	\$50.00	\$7,900.0
A10b	Concrete Vehicular Crossing: Heavy duty – 150mm thick concrete (40MPa).	80	m2	\$180.00	\$14,400.0
TRAFFIC FACILITIES					
P15a	Tactile Indicators (600mm wide SS) drilled in	8.0	m	\$780.00	\$6,240.0
P17b	Linemarking (symbols)	2.0	each	\$170.00	\$340.0
C5a	Signage and Post Installation (Council supply) in grass	3.0	each	\$180.00	\$540.0
C5b	Signage and Post Installation (Council supply) in concrete	2.0	each	\$205.00	\$410.0
DEMOLITION WORKS					
C4a	Demolition: Footpath all types upto 100mm thick	25.0	m2	\$45.00	\$1,125.0
LANDSCAPING AND ANCILLARIES					
	Raingarden - Sydney St Intersection - CAPEX	60.0	m2		\$118,206.00
R4a	Tree removal (small)	1.0	each	\$500.00	\$500.0
R4b	Tree removal (large)	1.0	each	\$1,000.00	\$1,000.0
	Supply and Install Inground Lights	2.0	each	\$500.00	\$1,000.0
STREET FURNITURE AND OTHER ASSOCIATED COSTS					
	Supply and install - Public seating	8.0	each	\$2,000.00	\$16,000.0
	Supply and Install - Bin Enclosures	2.0	each	\$3,000.00	\$6,000.0
SUBTOTAL :					\$190,231
VARIATIONS					
C2a	Nightwork: concrete plant opening fee	1	each	\$2,415.00	\$2,415.0
C2b	Nightwork: additional loading	30	%	0.30	\$17,120.8
C3a	Sundays and Public Holidays: concrete plant opening fee	1	each	\$2,930.00	\$2,930.0
C3b	Sundays and Public Holidays: additional loading	10	%	0.33	\$6,341.0
SUPERVISION					
		10	DAY	\$250.00	\$2,500.0
CONTINGENCIES					
			ITEM	25%	\$47,557.8
TOTAL :					\$269,096

07_ Implementation Plan

Costing - Breakdown by Projects

Project 2 focuses on Sydney Street and Marrickville Road intersection upgrade.



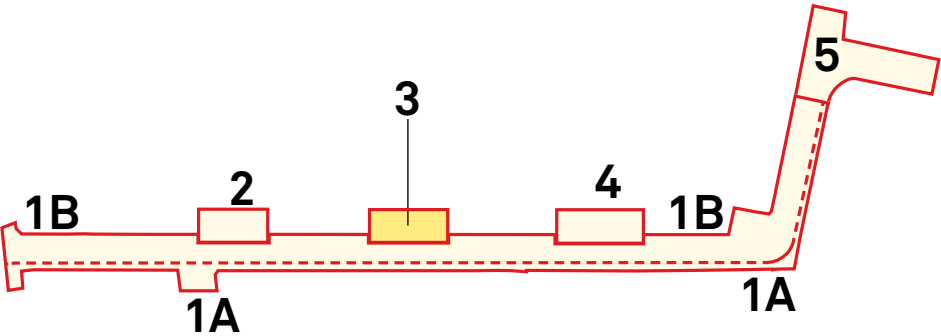
07_ Implementation Plan

Costing

Project 3 includes the upgrade of Barclay Street and Marrickville Road intersection.

Project 3 - Intersection & WSUD upgrade 2

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT
KERB AND GUTTER					
A2a	Concrete Kerb & gutter - 150mm high kerb (by hand)	57.0	m	\$160.00	\$9,120.0
A4a	Concrete Median Island Kerb 150-200mm high on existing road pavement	20.0	m	\$150.00	\$3,000.0
MINOR TRAFFIC WORKS					
A1.2	Provision of traffic control staff, including all required signage and Traffic Control Plan	10	PP/Day	\$450.00	\$4,500.0
A15	Colour oxide surface finish (all three streets' footpaths - 100% coverage - north side)	207.0	m2	\$50.00	\$10,350.0
A10b	Concrete Vehicular Crossing: Heavy duty – 150mm thick concrete (40MPa).	75	m2	\$180.00	\$13,500.0
TRAFFIC FACILITIES					
P15a	Tactile Indicators (600mm wide SS) drilled in	8.0	m	\$780.00	\$6,240.0
P17b	Linemarking (symbols)	2.0	each	\$170.00	\$340.0
C5a	Signage and Post Installation (Council supply) in grass	2.0	each	\$180.00	\$360.0
C5b	Signage and Post Installation (Council supply) in concrete	2.0	each	\$205.00	\$410.0
DEMOLITION WORKS					
C4a	Demolition: Footpath all types upto 100mm thick	25.0	m2	\$45.00	\$1,125.0
LANDSCAPING AND ANCILLARIES					
	Raingarden - Barclay St Intersection - CAPEX	100.0	m2		\$182,882.00
	Supply and Install Inground Lights	7.0	each	\$500.00	\$3,500.0
STREET FURNITURE AND OTHER ASSOCIATED COSTS					
	Supply and install - Public seating	4.0	each	\$2,000.00	\$8,000.0
	Supply and Install - Bin Enclosures	1.0	each	\$3,000.00	\$3,000.0
SUBTOTAL :					\$246,327
VARIATIONS					
C2a	Nightwork: concrete plant opening fee	1	each	\$2,415.00	\$2,415.0
C2b	Nightwork: additional loading	30	%	0.30	\$22,169.4
C3a	Sundays and Public Holidays: concrete plant opening fee	1	each	\$2,930.00	\$2,930.0
C3b	Sundays and Public Holidays: additional loading	10	%	0.33	\$8,210.9
SUPERVISION					
		10	DAY	\$250.00	\$2,500.0
CONTINGENCIES					
			ITEM	25%	\$61,581.8
TOTAL :					\$346,134



Project 4 - Intersection & WSUD upgrade 3

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT
KERB AND GUTTER					
A2a	Concrete Kerb & gutter - 150mm high kerb (by hand)	58.0	m	\$160.00	\$9,280.0
A4a	Concrete Median Island Kerb 150-200mm high on existing road pavement	20.0	m	\$150.00	\$3,000.0
MINOR TRAFFIC WORKS					
A1.2	Provision of traffic control staff, including all required signage and Traffic Control Plan	10	PP/Day	\$450.00	\$4,500.0
A15	Colour oxide surface finish (all three streets' footpaths - 100% coverage - north side)	160.0	m2	\$50.00	\$8,000.0
TRAFFIC FACILITIES					
P15a	Tactile Indicators (600mm wide SS) drilled in	6.0	m	\$780.00	\$4,680.0
P17b	Linemarking (symbols)	2.0	each	\$170.00	\$340.0
C5a	Signage and Post Installation (Council supply) in grass	3.0	each	\$180.00	\$540.0
C5b	Signage and Post Installation (Council supply) in concrete	2.0	each	\$205.00	\$410.0
DEMOLITION WORKS					
C4a	Demolition: Footpath all types upto 100mm thick	25.0	m2	\$45.00	\$1,125.0
LANDSCAPING AND ANCILLARIES					
	Raingarden - Buckley St Intersection - CAPEX	85.0	m2		\$178,203.00
	Supply and Install Inground Lights	3.0	each	\$500.00	\$1,500.0
STREET FURNITURE AND OTHER ASSOCIATED COSTS					
	Supply and install - Public seating	8.0	each	\$2,000.00	\$16,000.0
	Supply and Install - Bin Enclosures	1.0	each	\$3,000.00	\$3,000.0
SUBTOTAL :					\$230,578
VARIATIONS					
C2a	Nightwork: concrete plant opening fee	1	each	\$2,415.00	\$2,415.0
C2b	Nightwork: additional loading	30	%	0.30	\$20,752.0
C3a	Sundays and Public Holidays: concrete plant opening fee	1	each	\$2,930.00	\$2,930.0
C3b	Sundays and Public Holidays: additional loading	10	%	0.33	\$7,685.9
SUPERVISION		10	DAY	\$250.00	\$2,500.0
CONTINGENCIES			ITEM	25%	\$57,644.5
TOTAL :					\$324,505

07_ Implementation Plan

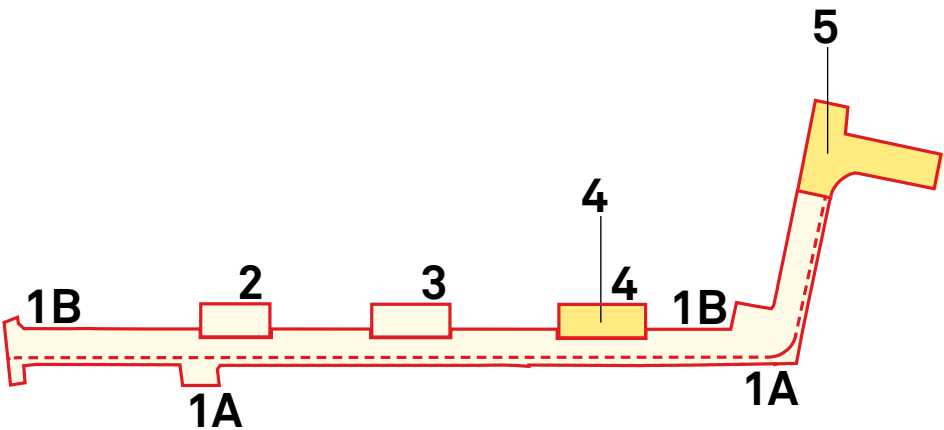
Costing - Breakdown by Projects

Project 4 has its scope limited to Buckley St and Marrickville Road intersection upgrade.

Project 5 has the least developed scope due to the yet to be developed train station redevelopment.

Project 5 - Railway Pde & Gleeson Ave. intersection redesign

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT
MINOR TRAFFIC WORKS					
A1.2	Provision of traffic control staff, including all required signage and Traffic Control Plan	10	PP/Day	\$450.00	\$4,500.0
TRAFFIC FACILITIES					
P15a	Tactile Indicators (600mm wide SS) drilled in	18.0	m	\$780.00	\$14,040.0
P17a	Linemarking (lines)	400.0	m	\$30.00	\$12,000.0
P17b	Linemarking (symbols)	10.0	each	\$170.00	\$1,700.0
C5b	Signage and Post Installation (Council supply) in concrete	2.0	each	\$205.00	\$410.0
DEMOLITION WORKS					
C4a	Demolition: Footpath all types upto 100mm thick	100.0	m2	\$40.00	\$4,000.0
SUBTOTAL :					\$36,650
VARIATIONS					
C2a	Nightwork: concrete plant opening fee	1	each	\$2,415.00	\$2,415.0
C2b	Nightwork: additional loading	30	%	0.30	\$3,298.5
C3a	Sundays and Public Holidays: concrete plant opening fee	1	each	\$2,930.00	\$2,930.0
C3b	Sundays and Public Holidays: additional loading	10	%	0.33	\$1,221.7
SUPERVISION		10	DAY	\$250.00	\$2,500.0
CONTINGENCIES			ITEM	25%	\$9,162.5
TOTAL :					\$58,178



Appendix_ 2-Way Road Option





Marrickville Road East

POTENTIAL CIRCULATION CHANGES

02_ Appendix - Potential Circulation Changes

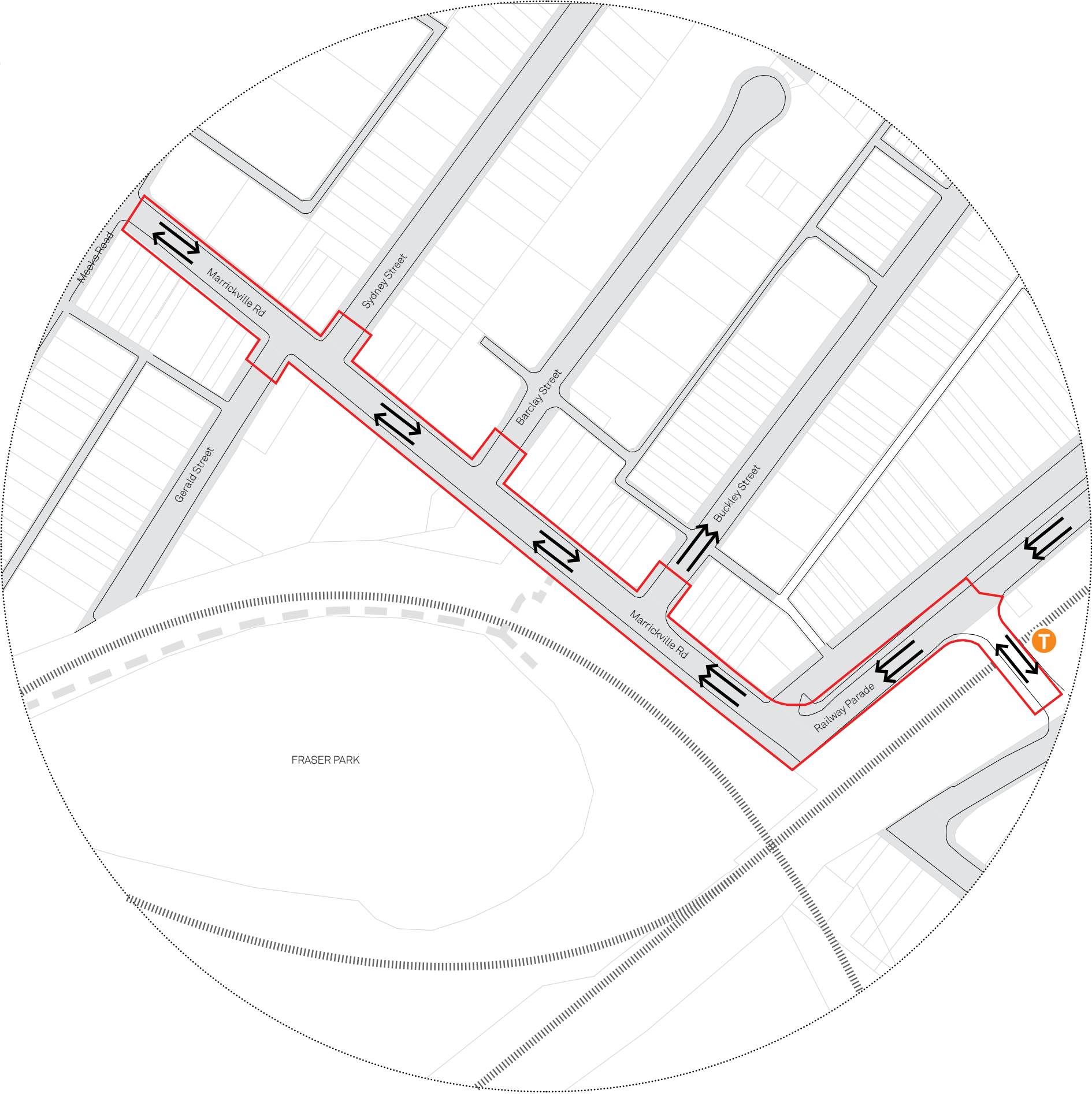
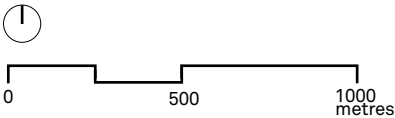
Existing Circulation_ 1-Way Loop

The existing network is organised around a 1-way loop described by Railway Parade, Marrickville Road, Buckley Street and Sydenham Road.

The image on this page shows the existing circulation of the road network.

Legend

- Marrickville Road East Area
- Project Scope
- Existing Circulation Direction
- Kerb Line
- Sydenham Station
- Train Line
- Existing Service Road into Fraser Park



02_ Appendix - Potential circulation Changes

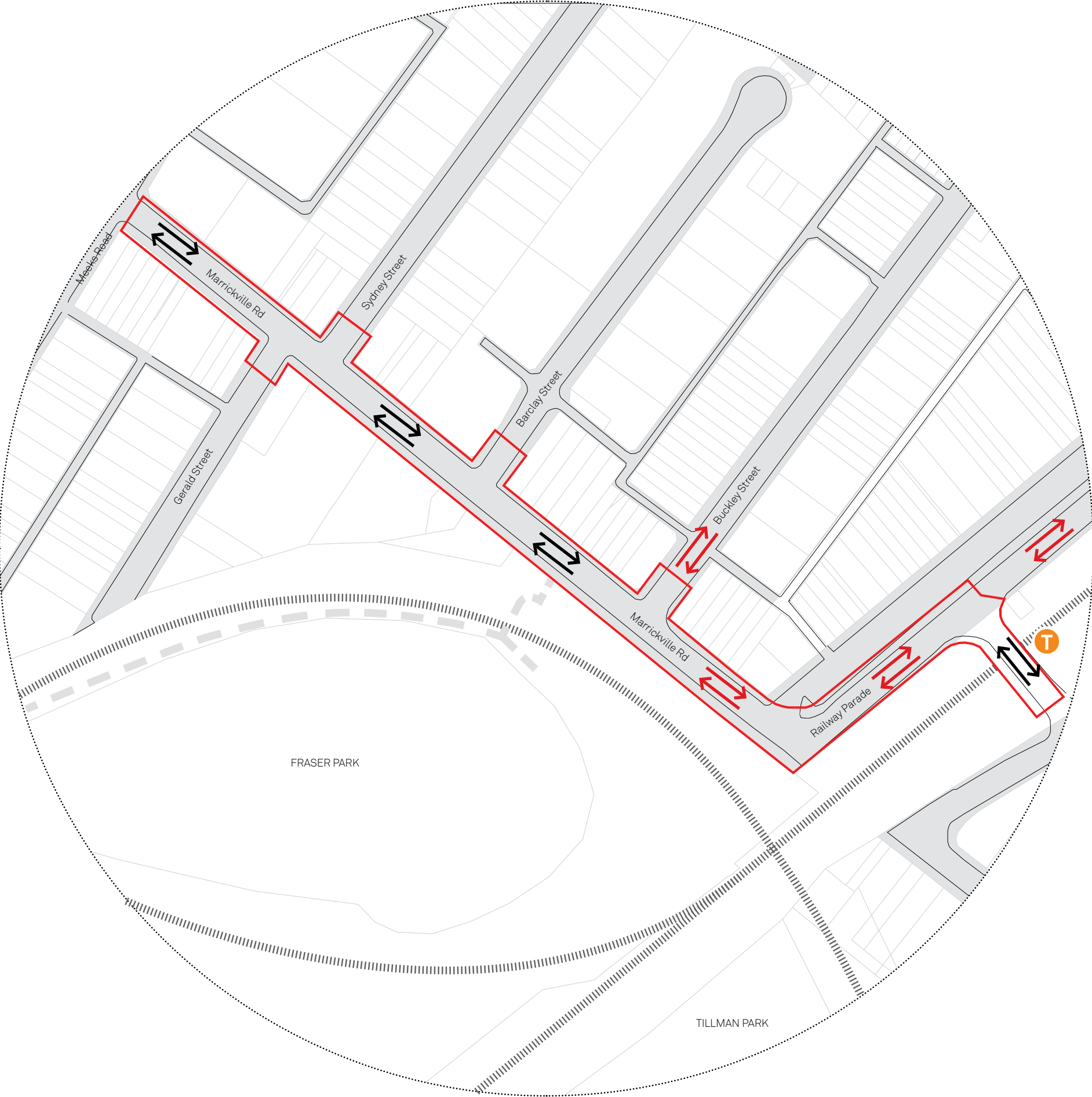
Potential Circulation Changes

This document has taken under consideration the possibility that the existing 1-way circulation loop may be changed into a 2-way road system in the future.

Decisions on this subject will be taken by the relevant government agencies upon major ongoing upgrades in the area - including Sydney Metro redevelopment of Sydenham Station.

The design proposed by this master plan has been tested and is compatible with a 2-way road circulation system.

The image on this page shows potential circulation changes.



Legend

- Marrickville Road East Area
- Project Scope
- Existing Circulation Direction
- Potential Circulation Direction
- Kerb Line
- Sydenham Station
- Train Line
- Existing Service Road into Fraser Park

