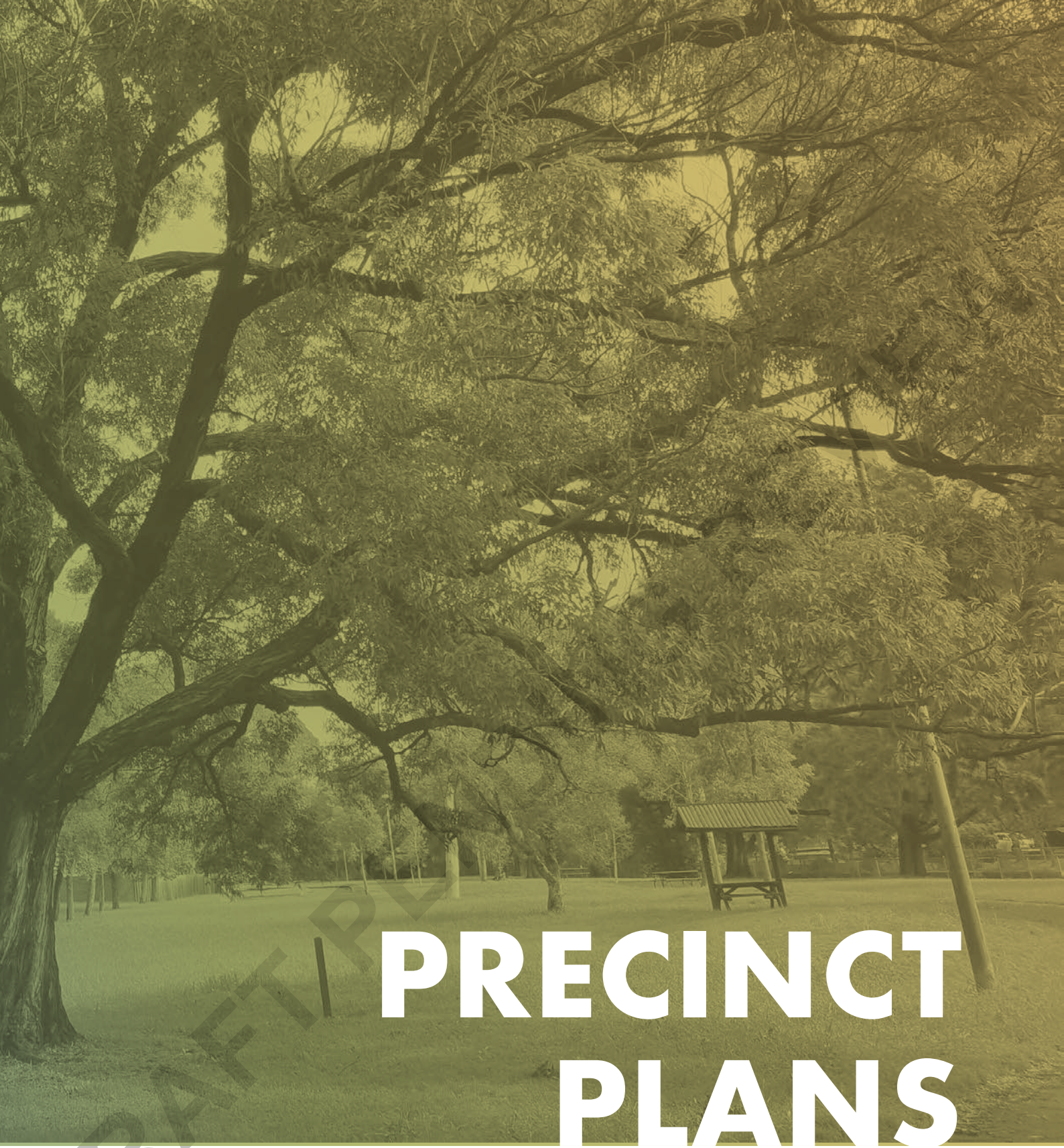




04

Draft

A large, leafy tree dominates the left side of the frame, its branches spreading across the top. In the background, a picnic shelter with a corrugated metal roof stands on a grassy field. The entire image has a warm, yellowish-green tint.

PRECINCT PLANS

4.1 OVERVIEW

The community vision for the Iron Cove Creek corridor is a welcoming path that links Ashfield pool with Iron Cove and beyond, improving the local area and providing safer options to get around.

The master plan outlines options for exploring the provision of a walking and cycling path alongside the creek, separated from traffic and with diverse landscaping, better road crossings, and places to stop or play. Whilst the feasibility of a potential path is impacted by a number of constraints, the master plan outlines options are outlined for exploration over time which would, together, create significant improvements in this local area.

This section outlines the feasibility of and proposal for a path along the creek with road crossings between each precinct. It identifies walking and cycling route options due to different constraints that may be temporary or may change over time.

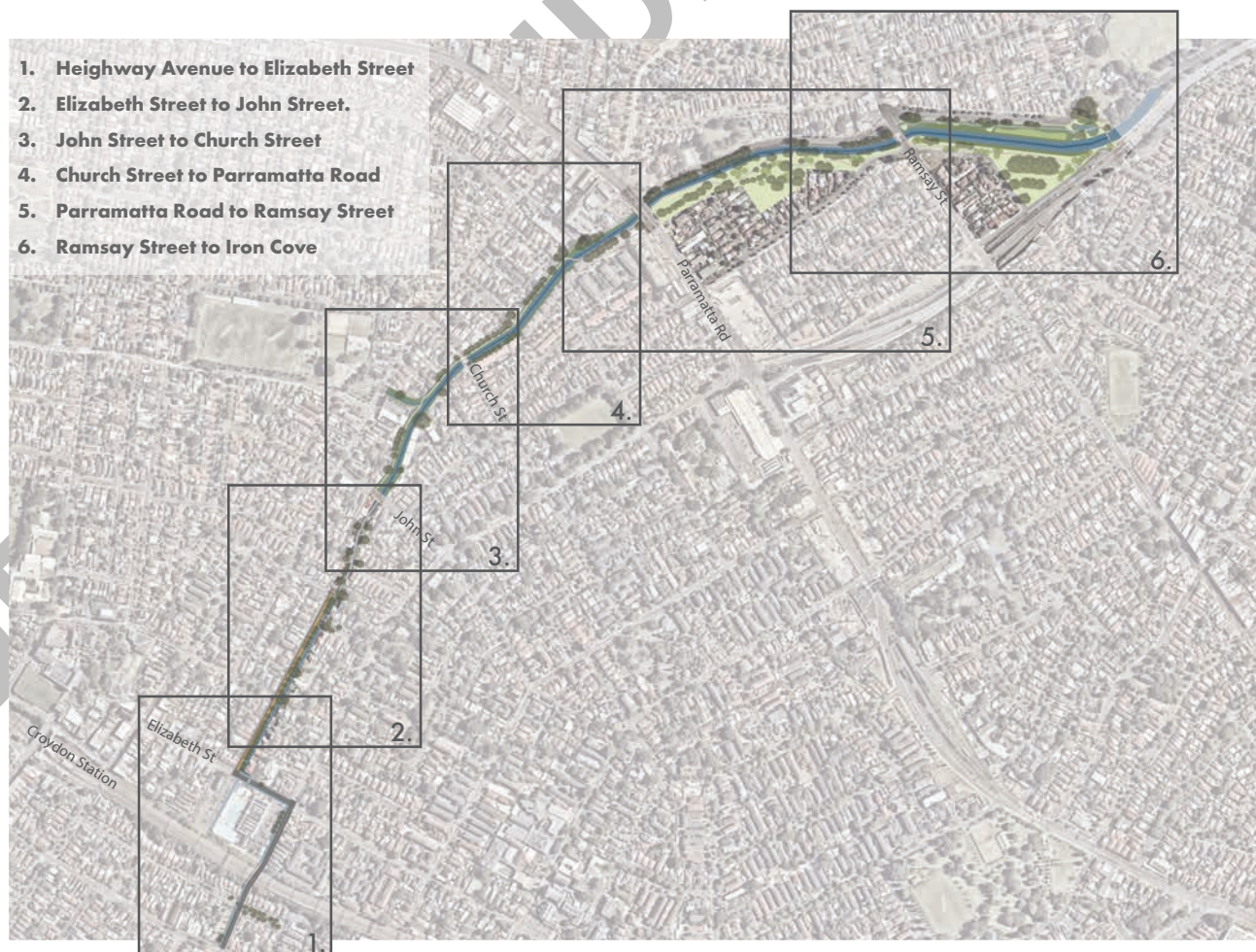


Figure 12: Iron Cove Creek corridor overview & precincts

4.2 OBJECTIVES

Six key objectives have been identified to achieve the best outcomes for future users of the Iron Cove walking and cycling corridor.

The following set of objectives have been proposed for the Iron Cove walking and cycling corridor Master Plan. The objectives form the basis on which further decision making would be based.

At times it will likely be necessary to reconcile differing demands for limited space or conflicting issues, and these objectives aim to provide a clear framework for assessing any future proposals.

Objectives	Enablers
 A route that is walkable by all	<ul style="list-style-type: none"> • Connectivity • Accessibility • Safe road crossings • Pleasant microclimate
 A route that supports safe and low-speed bike riding	<ul style="list-style-type: none"> • Clear priority to pedestrians • Appropriate width for safe passing • Good sightlines
 Providing opportunities for local placemaking	<ul style="list-style-type: none"> • Places of interest • Facilities • Public art • Interpretation
 Providing opportunities for experiencing urban water and ecology	<ul style="list-style-type: none"> • Green and blue infrastructure • Habitat restoration • Ecological diversity
 Respecting surrounding residents' privacy, amenity and security	<ul style="list-style-type: none"> • Clear separation between public and private space • Physical barriers where required
 A feasible plan	<ul style="list-style-type: none"> • Acceptability to land and asset holders, • Technical feasibility • Value for money

4.3 HEIGHWAY AVE TO ELIZABETH ST

Precinct 1 includes the main western rail lines which poses a significant barrier to north-south movement and creates the need for improvements in local streets to support walking and bike riding.

The rail crossing is a significant determinant for the route in this precinct. A route along the Creek would require a structure over the concrete channel continuing under the rail line. The channel in this location is shown below and consists of two components:

- The original 1890s oviform channel, which contains some of the only remaining parts of the original brick construction. This oviform section of the channel has sufficient width and height to accommodate a path passing through the channel.
- A more recently constructed box culvert, which is 3m high by 1.7m wide and does not have sufficient width to accommodate a path as well as water management.

The original oviform channel at its widest point is approximately 3.6m wide and at its highest point is approximately 4.95m high. A 2.5m wide path, with a 2.6m height clearance would be able to physically fit through the oviform channel, however a structure within the channel would restrict water flow through the channel and creating the potential for trapping debris such as branches and shopping trolleys, as well as raising flood levels upstream in Heighway Avenue.

The flood study conducted for Iron Cove Creek (Dobroyd Canal) identifies a hotspot flooding location immediately upstream of the rail line around Heighway Avenue. Flooding has been identified as a high hazard in this location. The



Figure 13: Looking north along Iron Cove Creek at the Western Railway - 1890s oviform channel on the left and culvert on the lower right

oviform channel flows full in a 10% AEP event with significant water depth and velocities exceeding 2 metres per second. The Annual Exceedance Probability (AEP) refers to the probability of a flood event occurring in any year and 10% means there is a 10 in 100 likelihood of flooding up to 1m in depth occurring to these homes in any year. This flood risk would also pose dangers to people using a path within the oviform channel. Due to this risk, a path passing through the oviform channel is not considered feasible.

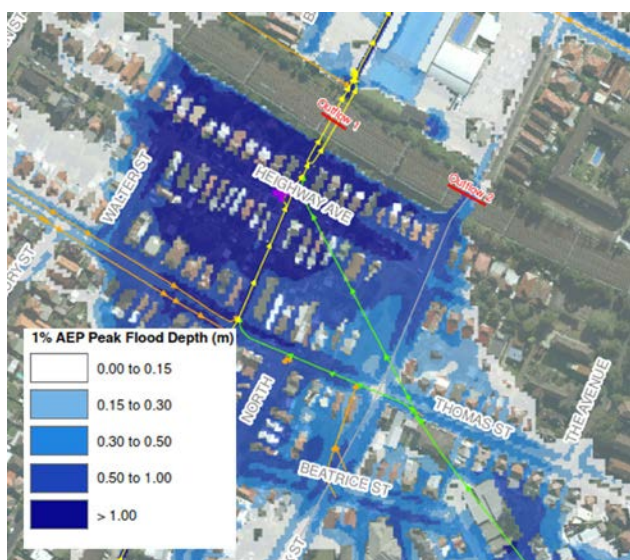


Figure 14: Flood depth mapping from Dobroyd Canal study shows that the depth of flooding in the 1% AEP is greater than 1m above the existing top of bank

Improvements to the street route

Improvements to provide better walking and cycling access on Frederick St are recommended including:

A widened path along the southern side of Elizabeth St, outside the Aquatic Centre, between the creek and Frederick St. The existing footpath width is approximately 3.5m wide and the west bound lane is approximately 5m wide, creating potential to narrow the west bound lane width to 3.5m width and increasing the path width to 5m wide adjacent to the Aquatic Centre. This provides opportunities for additional activation and landscaping in front of the Aquatic Centre and providing shade around the entrance area. The absence of existing street parking in this location would result in no loss car parking.

Additional footpath space at the Frederick St and Elizabeth St intersections on the western side. These intersections demand more space for people waiting for the traffic signals so they can cross Frederick St. They are used by groups of people, such as families with one adult and a number of children, and the existing conditions require vigilance to endure the waiting time and get across the road while cars proceed before the signal changes again.

A widened path along the western side of Frederick St between Elizabeth St and Thomas Street or Highway Avenue. This is further discussed in section 4.8. The existing footpath width along Frederick St is approximately 2.2m wide and the south bound lane is approximately 5.2m wide. There is the potential to narrow the south bound lane width of Frederick St to 3.5m width for a 3.9m wide shared path on the western side of Frederick St wide. This would require adjusting the road centre line 1.7m to the east. There is no on-street parking on Frederick St and hence there would be no loss of on-street parking

A widened and improved path through the rail underpass is especially warranted. The existing footpath at this point is approximately 1.5m wide while the road lanes are approximately 5m wide providing the potential for reduced road lanes to 3.5m and a wider path of approximately 4m width. The road barrier would be removed and with safer driving speed limits introduced along with a new kerb and gutter and grade separated path providing more footpath space.

“The traffic on Frederick Street is not nice to deal with and this would mean easy access to the pool and to the Bay Run with my kids”
Community member



Figure 15: Precinct plan for Heighway Ave to Elizabeth St (Precinct 1)



Shared path alongside Johnstons Creek Annandale



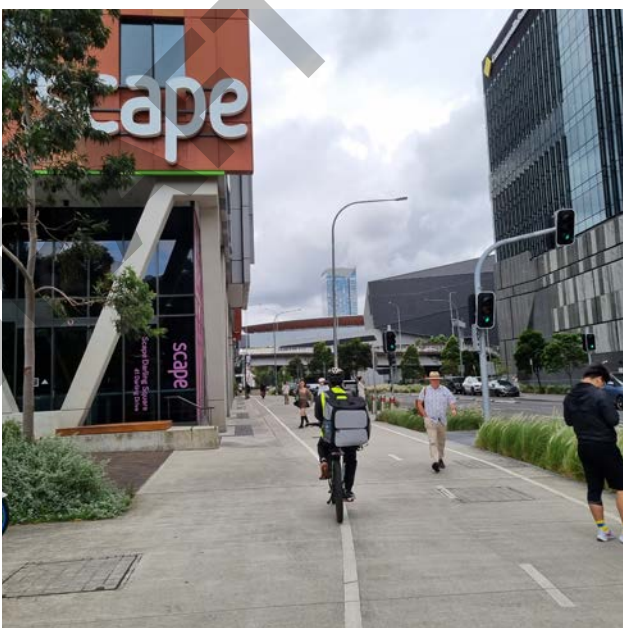
Shared path at Johnstons Creek Annandale



Pedestrian-bike crossing - Wigram Rd



Weston St Quietway



Shared path Haymarket



Shared path entrance Haymarket

4.4 ELIZABETH ST TO JOHN ST

With no available open space along Iron Cove Creek in Precinct 2, improvements in Etonville Pde would provide a new public place, increased landscaping and better access for people walking and bike riding.

In Precinct 2 there is no open space along Iron Cove Creek and a number of potential route options are outlined.

The preferred route would consist of the following:

- A landscaped Shared Zone in Etonville Pde with safer driving speed limits street planting. The existing chain wire fence along the canal wall would be replaced with an attractive recessive safety fence and, in the future, this could be supplemented with canal naturalisation by Sydney Water to provide increased stormwater capacity and a more attractive place.
- A street park in Etonville Parade providing filtered permeability to support walking and bicycle access. Etonville Parade is a local street with a low volume of traffic and filtered permeability with a street park in the road reserve, at either Anthony St or Elizabeth St opposite the Aquatic Centre, would allow walking and cycling access and provide a new public place for the local community.

The Transport for NSW Design of Roads and Streets guide (December 2022) and Network Planning in Precincts Guide (July 2022) provide tools for shifting the emphasis away from a hierarchy of roads towards a road and street network that integrates with the people and places in the area. The Design of Roads and Streets guide is a practical 'how-to' manual explaining how roads and streets can be designed with better understanding their local role and context. A street park in Etonville Pde covering the full width of the road reserve providing walking and bicycle access recognises the increased sense of place with the new Aquatic Centre and would provide much-needed open space for the local community.

- A 200-metre section of boardwalk over the Iron Cove Creek channel. In this section the property boundaries of homes adjoining the channel extend to the canal

walls and the only opportunity for a path would be for a structure located over the existing channel and this is discussed further below.

- A raised pedestrian and bicycle crossing of John St with associated traffic calming along John St. A low-cost intervention to provide filtered access of John St should be explored to reduce short-cutting by drivers.

Is it possible to construct a boardwalk path over the canal?

Sydney Water's drawings of the channel as-built show that at Etonville Parade, the channel is approx. 3.7m wide, and then narrows down to approx 3.1m at John Street. These dimensions apply to the internal width of the canal and exclude the width of the walls, which are 12 inches at John Street. Whilst Sydney Water owns a parcel of land approximately 4-5m in width the neighbouring properties have built fences to the edges of the channel structure.



Figure 16: Iron Cove Creek - looking south from John St showing the property boundaries extending to the top of the channel



Figure 17: The Iron Cove Creek runs adjacent to the footpath on Etonville Parade. The existing Brushboxes provide high amenity along the street and there is potential to provide a landscaped buffer to the channel and a new path

Sydney Water requires any structures to be set at least 1 m away from a stormwater channel and clearly this would not be possible here without encroaching into private property and, even if the structure is built close to the channel, sufficient space would be required to establish foundations next to the channel within Sydney Water's land.

Potentially, a structure could be built directly on top of the channel, supported on the channel walls, and key considerations for such a structure would include:

- Ensuring the path structure would not cause damage to the channel
- Ensuring Sydney Water could access the channel for routine maintenance
- Enabling future renewal of the channel when required,
- Designing to mitigate flooding
- Ensuring the path structure is able to withstand flood forces
- constructability of the channel with limited access

During major flooding, water flows over the channel walls and flooding impacts would be a key consideration for building a path over the channel, in particular three main aspects:

1. Avoiding increased flood impacts to surrounding properties. During design development, options would need to be tested in the flood model to assess the potential impacts.
2. Ensuring the structure itself is able to withstand flooding. A proposed structure would need to be designed for the forces associated with flood flows, debris and buoyancy.

3. Managing the risks that flooding would pose to people using the path. Provisions for flood warning and safe evacuation would need to be considered.

Exploring whether a path structure could be constructed over the channel requires significant work in collaboration with Sydney Water as the channel owner to understand potential flooding impacts and the structural capability of the channel.

An alternate path option could be considered on Hunt Street and Croydon Rd however the following points need to be considered:

- It would not be consistent with the community's vision for the corridor
- It would not provide a direct route
- Widening of the existing footpath would be necessary to accommodate a shared path along Croydon Rd imposing impacts on car parking and street trees
- Conflict between people using the path and customers at the café on the corner of John St and Croydon Rd, including the outdoor dining area.



Figure 18: Precinct plan for Elizabeth St to John St (Precinct 2)



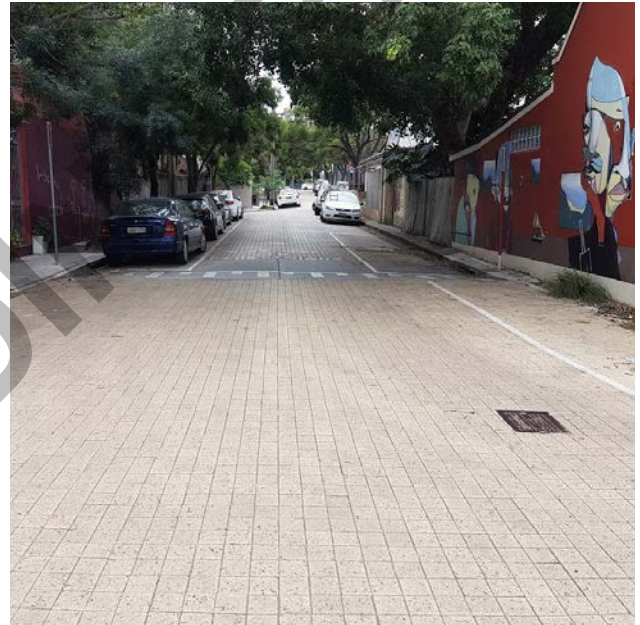
Bike boulevard and filtered permeability



Street park with filtered permeability



Filtered permeability with established mid block street park



Shared way - walking, cycling & cars



Elevated structure over narrow channel



Filtered permeability and road closure at Bridge St Erskineville

4.5 JOHN ST TO CHURCH ST

Precinct 3 provides a great opportunity for the shared path to pass through a new publicly accessible linear park alongside Iron Cove Creek. Key constraints include private property boundaries and an existing water main.

In Precinct 3, from John St to Church St, the route travels alongside Iron Cove Creek. The route is on the western side of the creek in this precinct where there is sufficient space to locate a shared path along the open space adjacent to the channel. On the western side of the channel there is a continuous 5 to 6m open space corridor adjacent to the channel between the private property boundary and the top of bank.

In contrast, the eastern side of the channel the private property boundary extends down to the top of the bank of the channel in two separate locations. In these two locations there is no open space easement along the creek. The route would not be feasible on the eastern side of the channel without acquisition of private property. The private property boundaries are shown on the following page.

In this precinct the route consists of:

- Filtered vehicular access of John St to reduce short-cutting by drivers & improve safety for cyclists and pedestrians.
- A 300m long section of on-grade shared path located on the western side of the channel
- A pedestrian and cycle bridge over the tributary channel joining Iron Cove Creek at approximately half the way along the route
- A 60m section of shared path consisting of 40m elevated ramp structure, providing a connection from the Creek to Croydon Road
- An underpass under Church St. The underpass under Church St would require lowering the existing surface levels to provide enough vertical clearance to the underside of the existing John St bridge structure
- Alternatively; an at grade pedestrian & bicycle crossing could be provided, with a narrowed crossing point using planted medians and other traffic calming devices.

The western side of the channel contains a major Sydney Water water main. Any path works within the easement of the water main will need to consider potential impacts on the water main, retaining Sydney Water access to the water main and avoiding structures over the water main.

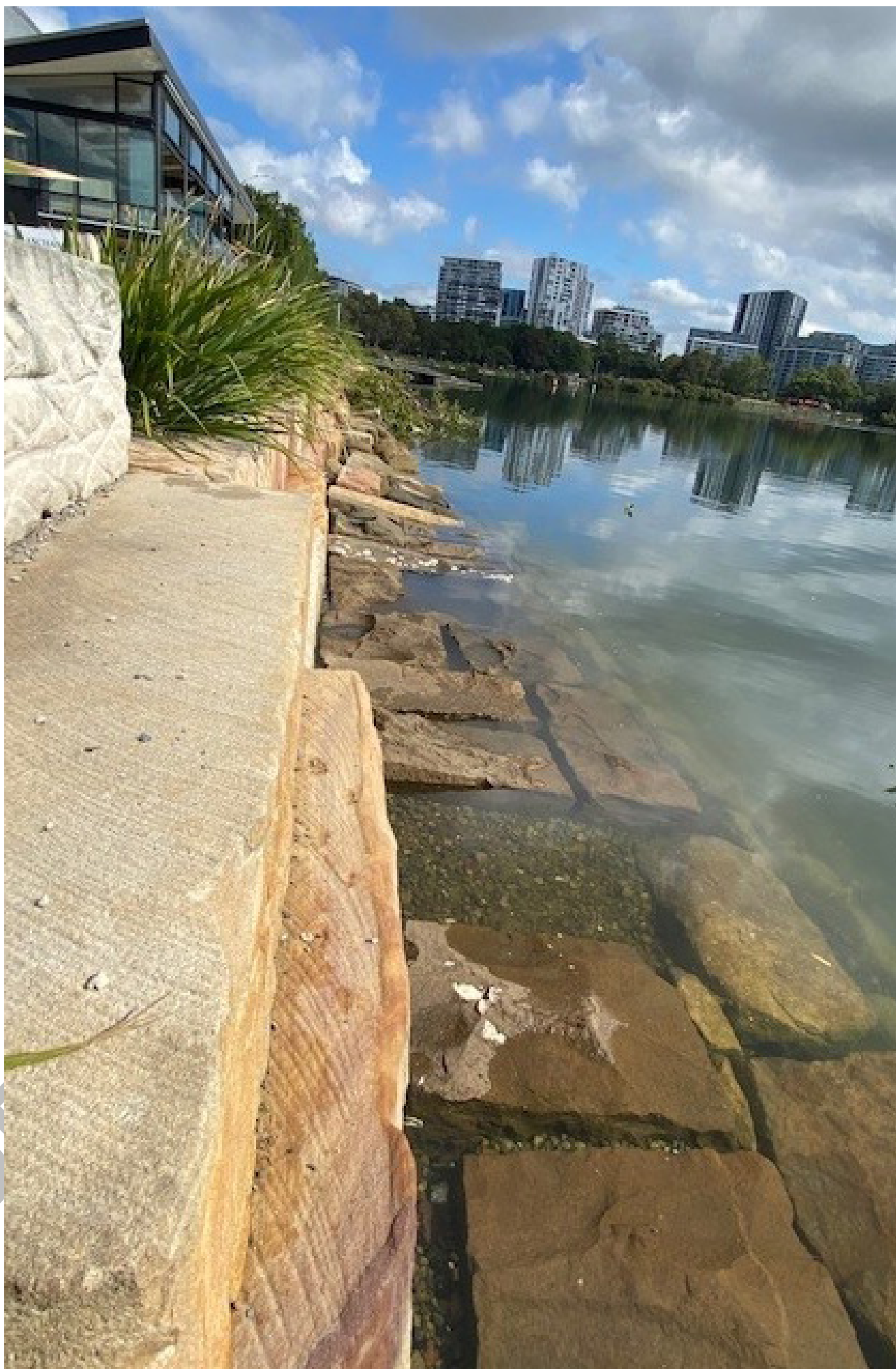
A major water main supplies water to a number of surrounding suburbs. Due to the critical nature of the asset Sydney Water requires the ability to access the water main in short time frames. With the construction of new structures over the water main, or significant reductions in cover over the water main, Sydney Water requires protection of its existing asset and/or potential relocation of the water main.

Construction of a path over the water main involves significant design and administration work as well as significant additional construction costs if relocating the water main was required. This does not preclude the delivery of a path however these implications need to be recognised by Inner West Council in collaboration with the local community.

Due to the constraints on the eastern bank of the Creek, it is more feasible to construct the shared path on the western bank.

Where the channel tributary joins the main Iron Cove Creek the route includes a new bridge and a 60m section of shared path providing a connection to Croydon Road, as well as connectivity to the Bede Spillane Reserve and Centenary Park sports precinct. To connect to Croydon Rd an elevated ramp structure of approximately 40m in length would be required as there is an approximate 2m level difference between the open space along the channel and Croydon Road.

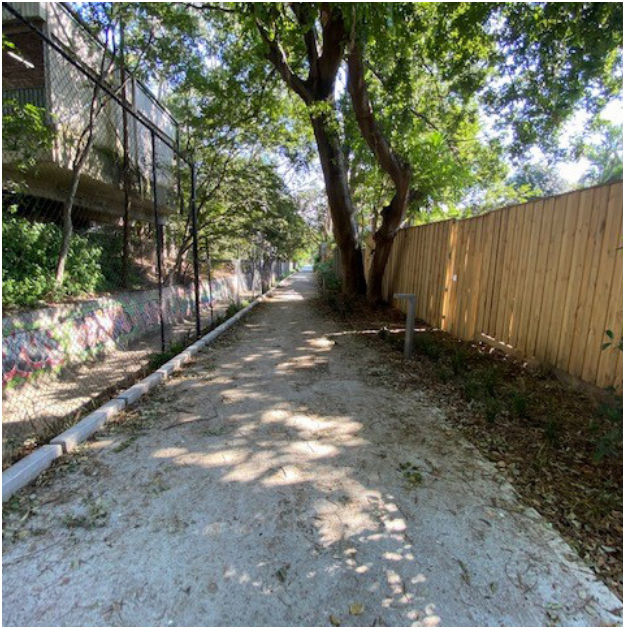
The preferred side for the route is on the southern side of the tributary. This side is wider than the northern side and the northern side contains a water main which would place more restrictions on the path and any path structures.



Channel naturalisation - Cooks River Cahill Park



Figure 19: Precinct plan for John St to Church St (Precinct 3)



Johnston Creek shared path



Shared path - Prince Alfred Park



Johnston Creek shared path - night time lighting



Native grass meadow



Bridge over side channel at Cahill Park, Wolli Creek



Shared path - Prince Alfred Park

4.6 CHURCH ST TO PARRAMATTA RD

In Precinct 4, from Church St to Parramatta Rd, the route travels alongside Iron Cove Creek. A grade separated crossing of Parramatta Rd is a critical aspect of the corridor.

The route continues along the western side from Precinct 3 for approximately 280 metres connecting to the underpass at Church St. For the first 280m along the channel there is sufficient space on the western side of the channel to locate a shared path along. In this 280m section the western side of the channel has a 6m to 7m wide open space corridor adjacent to the channel between the private property boundary and the channel.

At the northern end of the precinct on the western side there is a large mobile phone tower compound and a Sydney Water concrete access ramp into the base of the channel which and a section where the private property boundary extends down to the top of bank of the channel and there is no open space. Therefore the path crosses the channel via a bridge to the eastern side. The final 130m of the precinct then travels along the eastern side to Parramatta Rd.

Parramatta Road at Grade Crossing

Parramatta Rd poses a major barrier for people walking and cycling in this area and this was a strong and recurring comment made during community engagement conducted in November 2022.

The NSW Government and councils along Parramatta Rd are currently taking action to implement the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) to provide more homes and jobs and better transport along and around Parramatta Rd. Kings Bay, the Parramatta Rd precinct adjoining Iron Cove Creek, will accommodate a new residential and mixed-use urban village supported by the Sydney Metro West station at Five Dock. Accordingly an at-grade crossing of Parramatta Rd is recommended to facilitate the green grid link while also increasing the catchment of Metro West and access to open space for future Kings Bay residents.

In 2022 a Transport Plan prepared by the Department of Planning and Environment for the Inner West recognises the limited crossing opportunities for pedestrians on Parramatta Road and the importance of Iron Cove Creek as part of a Strategic Pedestrian Network. Recommended actions include investigating and providing pedestrian crossings of Parramatta Road, including at Iron Cove Creek.

An at-grade crossing of Parramatta Rd is supported by the Future Transport Strategy and the Transport for NSW Road User Space Allocation Policy (January 2021) which applies to existing classified roads such as Parramatta Rd which are controlled by the NSW Government. The Policy considers the place, function and movement requirements of roads and the limited amount of space available to accommodate the needs of different road users. When allocating road user space for the network vision, it specifies the following order of consideration,

- Walking including equitable access for people of all abilities,
- Cycling and micro-mobility devices,
- Public transport,
- Freight and deliveries,
- Point to point transport such as taxi and ride share services,
- General traffic and on-street parking for private motorised vehicles.

The policy applies to both physical space and how time is allocated such as the time given at traffic signals. It recognises measures can be implemented over time to achieve the strategic intent and outcomes identified as part of strategies or plans – like Future Transport Strategy and PRCUTS. The Policy is supported by a procedure document (Road User Space Allocation Procedure) which outlines mechanisms to implement the policy, and cross-agency work now underway for Parramatta Road provides a real and

immediate opportunity to take action in accordance with the policy and procedure. Furthermore, Sydney's growing underground motorway network and public transport network provide a real and immediate opportunity for this to be explored.

Parramatta Road Grade separated crossing

A grade separated crossing of Parramatta Road which avoids having to cross Parramatta Road at grade would be preferred. Crossing Parramatta Road at grade would require:

- A 220m diversion out of the way to cross at the traffic lights at the intersection of Great North Road and Parramatta Road
- Crossing the slip lane access road into the entrance of McDonalds and service station
- Crossing two sets of lights including Parramatta Rd and Great North Road

As well as increasing the travel time required, Parramatta Road is a low amenity and high noise environment with no trees or shade. An at grade crossing would likely continue to be a barrier to movement along the route and connections to Iron Cove and the Bay Run.

Three potential routes to provide a grade separated crossing at Parramatta Road include

1. An underpass from the eastern side where an elevated structure descends from the top of the channel alongside the channel and passes through the channel underneath Parramatta Road. The dimensions of the channel at Parramatta Road are approximately 8.5m wide by 3.3m high. A key constraint for passing under the existing bridge is the requirement for a structure to pass in front of a box culvert discharging into the channel immediately upstream of the bridge. The underpass structure would need to be both robust to flood flows and also not exacerbate flooding.
2. A pedestrian and cycle bridge over Parramatta Rd. The bridge would need to provide a suitable clearance for heavy vehicles using Parramatta Rd and hence would require a deck level of

approximately 6m above the road level. As the top of bank is lower than the road level this would require a bridge which rises approximately 7m in elevation. A ramp structure at a grade of 5% grade (1 in 20) would require a length of approximately 150m on both approaches to Parramatta Rd and a total bridge length of approximately 330m.

3. A bridge over Parramatta Rd with stairs and a lift on either side suitable for pedestrian and cyclists over Parramatta Rd. The lift and stairs avoids issues with flooding with the underpass and the long lengths of ramp required for an overpass and provides a compact footprint. A similar approach was adopted at Gadigal Reserve as part of the works for the Inner West Light Rail. A lift is generally not preferable for significant volumes of pedestrian and cyclist traffic.

Council owned land

The council-owned land, on the eastern side of canal provides the following key opportunities:

- A permeable walking path at-grade, retaining existing trees, with canal fencing and ramps accessing Parramatta Rd and Church St
- Canal naturalisation (by Sydney Water) providing increased habitat, increased stormwater capacity and more attractive environment

The draft Inner West Development Control Plan (DCP) specifies a setback along the eastern side of the creek for the site facing Parramatta Rd, known as Opportunity Site 3, 582-584 Parramatta Road, Croydon. The DCP recognises the Iron Cove Creek active green transport link and specifies a minimum 8m wide public corridor incorporating a 4m walking and cycling path with a landscaped area as well as seating, lighting and drinking fountain



Figure 20: Precinct plan for Church St to Parramatta Rd (Precinct 4)



Figure 21: Shared Path



Figure 24: Native vegetation under street trees



Figure 22: Bank restoration - steep slope

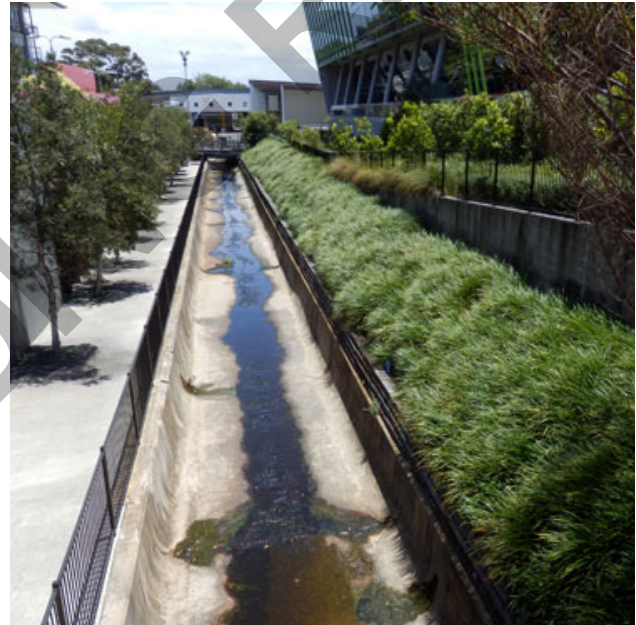


Figure 25: Planting and path adjacent to channel (Alexandria)



Figure 23: Gateway signage



Figure 26: Underpass, Cooks River, Tempe

4.7 PARRAMATTA RD TO RAMSAY ST

Precinct 5 traverses Jegorow Reserve which provides an opportunity for a destination park along the Iron Cove Corridor.

Recreation

In Precinct 5, from the grade separated crossing of Parramatta Rd, the route travels through Jegorow Reserve and Inner West Council park. The route continues along the southern side of the channel for approximately 380 metres through the reserve. Within Jegorow Reserve there is an existing approximately 2 to 2.5m wide asphalt path that traverses through the park and a 30 to 40m linear corridor of open space with trees, seating, picnic tables and lighting, providing opportunities for passive recreation and rest points along the Iron Cove Corridor.

Examples of park improvements and placemaking include; community garden, playgrounds, tables & seats, nature play, and exercise equipment. The scale of new elements should remain small and in keeping with the park's natural character.

Naturalisation

There is a sufficiently wide open space corridor within Jegorow Reserve for future naturalisation of the channel. Hence, future path works should allow sufficient space between the path and the bank of the creek to allow for naturalisation works. Canal naturalisation would provide increased stormwater capacity, improved amenity, and more natural habitat for fauna.

In Sydney Water's proposed works downstream of Ramsay St Sydney Water have proposed to reinstate riparian vegetation and salt marsh benches and the extents of naturalisation works vary between 10m to 15m in additional width to the current channel. Thus providing a corridor adjacent to the channel of approximately 15m in width is recommended to provide flexibility for future naturalisation works, particularly given that on the northern side of the channel there is limited open space. Furthermore the banks

on the northern side of the channel opposite Jegorow Reserve are steep and significantly limit opportunities for naturalisation of the northern bank.

There is an opportunity to extend the linear parkland all the way from Ramsay St to Parramatta Rd by relocating the existing Inner West Council depot. The depot runs for approximately 100m immediately adjacent to the creek channel. If the depot could be relocated this would extend Jegorow Reserve and provide for an off-road route all the way between Parramatta Road and Ramsay St. There may be potential to relocate the depot locally within Jegorow Reserve to provide a similar footprint to enable this strategically located section of land to be used as public open space, provide for future naturalisation and to be used as part of the Iron Cove Corridor.

The northern side of the creek in this precinct is within Canada Bay LGA. The northern side of the creek has minimal open space between the channel bank and the kerbline of Henley Marine Drive, limiting any opportunities for an off road path. There is potential for Henley Marine Drive to adopt filtered permeability and to promote the use of Henley Marine Drive as a bicycle boulevard or quiet-way and use of the street for local traffic only and restricting its use as a 'rat-run' for traffic between Parramatta Rd and Ramsay St.

At Ramsay St it is proposed to provide an at-grade crossing at Henley Marine Drive. An at-grade crossing of Ramsay Rd would include relocating existing pedestrian signals and providing marked crossing with kerb extensions to reduce road width.

This new crossing would provide connectivity between Jegorow Reserve, Timbrell Park, Reg Coady Reserve and Bay Run.



Channel naturalisation



Wigram Rd pedestrian and cyclist crossing



Native planting



Salt marsh and naturalised channel



Nature play



Gateway activation/fitness station



Figure 27: Precinct plan for Parramatta Rd to Ramsay St (Precinct 5)



5.6
Nature play area

5.7
Park furniture, including benches,
tables, water bubbler, bin stands
etc.

5.8
Exercise stations

5.9
Public Art / Interpretive elements

5.10
Iron Cove Creek gateway signage

4.8 RAMSAY STREET TO IRON COVE

Sydney Water's proposed naturalisation of a portion of Iron Cove Creek will provide a scenic destination along the Corridor on the route to the Bay Run and Iron Cove

In Precinct 6, from Ramsay St, the route travels through both Reg Coady Reserve in the Inner West Local Government Area (LGA) and Timbrell Reserve in Canada Bay LGA. There is an existing approximately 390m section of path in Reg Coady Reserve that connects to the future grade separated crossing over Dobroyd Parade (as part of WestConnex) and also to a footpath alongside City West Link. This 550m long section of path connects to the Bay Run. A sufficiently wide shared path within Reg Coady Reserve would be beneficial to facilitate direct and convenient connection to the Bay Run. An improved pedestrian and cyclists crossing at grade over Timbrell Drive could be investigated.

Sydney Water's naturalisation works extend the length of Reg Coady Reserve. The designs have allowed for space for a path, and it is assumed that this is the existing footpath within Reg Coady or reconstruction of a new footpath including if the existing is required to be removed.

On the northern side within Timbrell Reserve Sydney Water are proposing naturalisation of a 380 long section of the channel. Sydney Water have indicated a 'potential location' for a '2.5m wide footpath'. It is recommended that this path be designed as a shared path with a minimum 3m path width. From Sydney Water's naturalisation works an existing

2.2m wide path continues along the northern boundary of Timbrell Reserve and connects to the Bay Run in the north-east corner of the park at an at-grade crossing.

In recent years this precinct has been used to provide truck access for construction of the M4-M5 Link for WestConnex. Sydney Water has developed a detailed concept design for naturalisation of the canal north of Ramsay Rd. Further investigations and design will take place once funding for the project can be confirmed. New paths are proposed on each side of the canal; and garden beds, saltmarsh vegetation and sandstone naturalisation of the canal will provide a more attractive park environment.

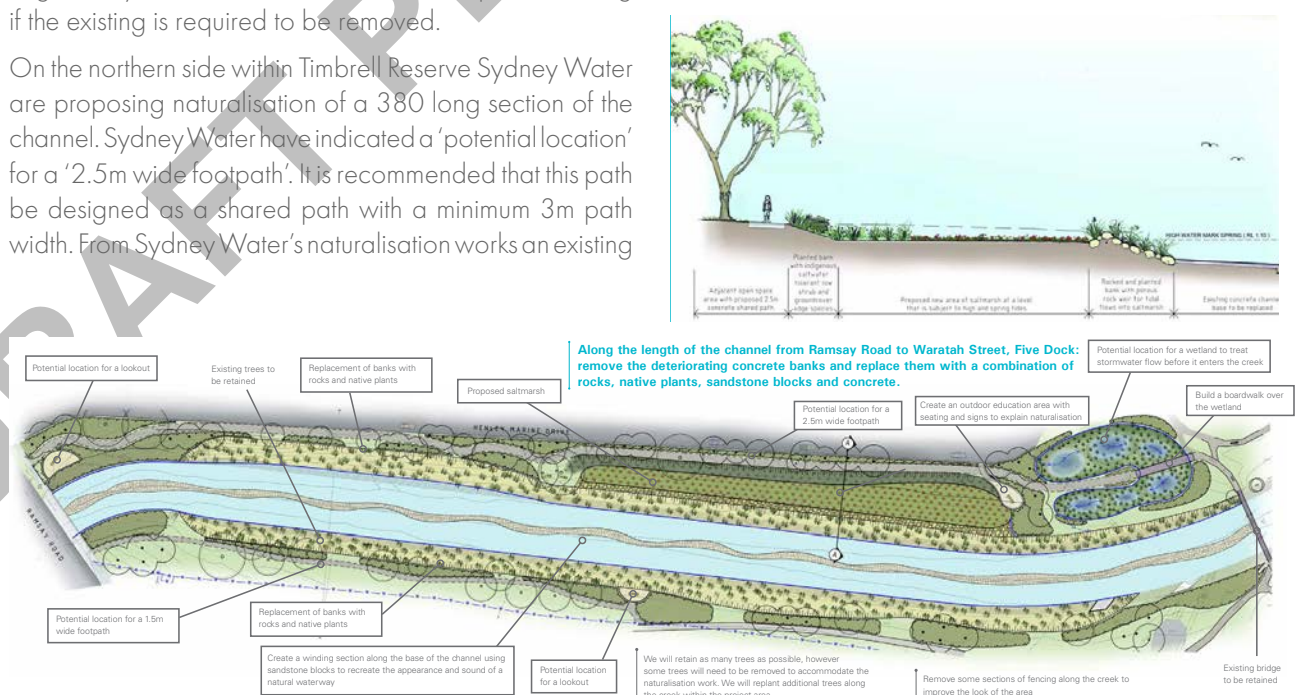


Figure 28: Sydney Water Concept Design for Iron Cove Creek naturalisation



Access to water



Saltmarsh benches



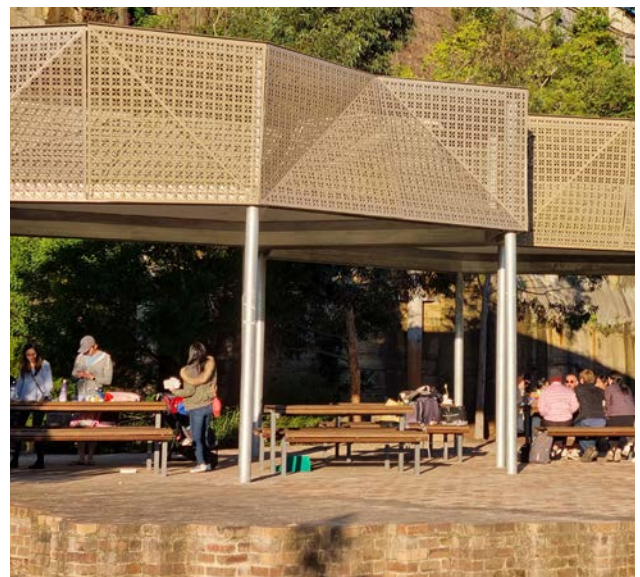
Treatment wetland



Linking paths



Seating and picnicking under existing canopy



Picnic shelters, seating and tables



Figure 29: Precinct plan for Ramsay St to Iron Cove (Precinct 6)



4.9 FREDERICK ST ROUTE

An improved parallel walking and cycling route along Frederick St is also recommended for further exploration and implementation. This section describes proposed works on Frederick St north of Queen St.

Whilst the large majority of community respondents expressed a preference for a path adjacent to the canal, improved walking and cycling access on Frederick Street is recommended for exploration and implementation due to the administrative and design delays associated with building on and over Sydney Water assets.

A widened path for walking and cycling on the western side of Frederick St between Thomas St and Henry St is recommended along with safer driving speed limits in this residential street. A mixture of footpath surfaces would informally delineate walking and cycling space on the widened path, such as a paved area for walking area adjacent to property boundaries, and a concrete path for cycling space closer to kerb.

Frederick Street has traffic wide lanes with no kerbside parking and provides a crossing of Parramatta Road connecting with Haberfield and the Wattle St shared path. In April 2022 Inner West Council asked for urgent and long-overdue pedestrian safety upgrades to Frederick Street following the death of a man earlier in the year.

The WestConnex Local Area Improvement Strategy prepared by Council 2018 identifies previous pedestrian crashes on Frederick St and the document outlines traffic filters to mitigate the impact of the WestConnex motorways, including in John St.

The existing footpath width along Fredrick St on the western side is approximately 2.2m and the south bound lane is approximately 5.2m wide. There is potential to narrow the south bound lane width of Frederick St to 3.5m wide, providing a widened shared path on the western side between Thomas St and Henry Street with adjustment of the road centre line. This would not result in the removal of on-street parking.

To accommodate the 491 bus service, the minimum desirable lane width of 3.2m for a bus route could be provided whereby additional width may be required on curved sections of road.

In-lane bus stops would require consideration of the following factors as specified by Transport for NSW:

- Average daily traffic volumes
- Route service frequency as well as times for passenger loading
- Demand for street parking (not applicable on Frederick St)
- Footpath obstructions such as overhanging trees that prevent buses from manoeuvring close to the kerb (limited applicability at Frederick St)

The NSW Government's Road User Space Allocation Policy provides a mechanism to implement a widened path on Frederick St catering for people walking and cycling.

The Policy applies to existing classified roads, like Frederick Street, which are controlled by the NSW Government and specifies walking, cycling and public transport as having priority on these roads. Traffic filters in John St at Frederick St outlined in the WestConnex Local Area Improvement Strategy are recommended for implementation.

Over time as the intentions of the Future Transport Strategy to shift from moving vehicles to moving people are achieved, a separated two-way, or separated one-way, cycle paths could be provided on Frederick St providing more transport options along the street.

