

# Annexure F:

# Transport Strategy

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Sydney Olympic Park Master Plan 2050

Transport Strategy

Sydney Olympic Park Authority

September 2025



From the ‘art of the possible’ to ‘making the possible happen’



## Sydney Olympic Park Master Plan 2050 Transport Strategy

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# GLOSSARY OF TERMS AND ABBREVIATIONS



<b>ATL</b>	Active Transport Link	<b>LRV</b>	Light Rail Vehicle
<b>CoP</b>	City of Parramatta Council	<b>PnR</b>	Park-and-Ride
<b>DPE</b>	Department of Planning, Environment	<b>PLR</b>	Parramatta Light Rail
<b>bph</b>	Buses per hour	<b>PLR2</b>	Parramatta Light Rail Stage 2
<b>GFA</b>	Gross floor area	<b>PMM</b>	Pedestrians per meter per minute (ped/m/minute)
<b>GMA</b>	Greater Metropolitan Area	<b>SMW</b>	Sydney Metro West
<b>GPOP</b>	Greater Parramatta to Olympic Peninsula	<b>SOP</b>	Sydney Olympic Park
<b>GSC</b>	Greater Sydney Commission	<b>SOPA</b>	Sydney Olympic Park Authority
<b>KnR</b>	Kiss-and-Ride	<b>TfNSW</b>	Transport for New South Wales
<b>LoS</b>	Level of Service	<b>TOD</b>	Transit Orientated Development
		<b>tph</b>	Trains per hour

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## THE PROJECT

Sydney Olympic Park Master Plan 2050 (Master Plan 2050) provides a coordinated, long term development plan to support the ongoing transformation of Sydney Olympic Park into a thriving suburb, strategically located in the centre of Greater Sydney.

Master Plan 2050 aims to balance certainty with flexibility enabling Sydney Olympic Park's future to be resilient, dynamic and able to leverage future opportunities and technologies not yet known.

The draft Master Plan 2050 was exhibited from 28 October 2024 to 29 November 2024. The exhibition package included the following:

- The Master Plan 2050
- Explanation of Intended Effects identifying associated amendments to State Environmental Planning Policy (Precincts – Central River City) 2021 (Central River City SEPP 2021)
- Supporting technical reports.

A total of 498 submissions were received from stakeholders, the community and leaseholders.

A range of issues were raised in the submissions to the draft Master Plan 2050 and supporting technical reports, which related to:

- Housing and job targets
- Land uses
- Building heights, floor space ratio (FSR) and miscellaneous built form controls
- Transport and parking
- Open space and landscaping
- Infrastructure provision
- Environmental considerations
- Events

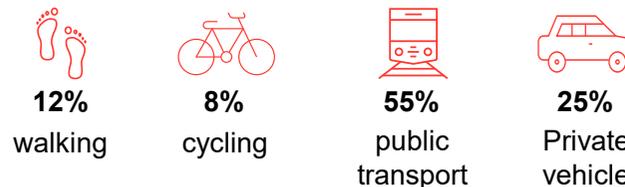
In response to the submissions, Master Plan 2050 has been refined, and supplementary or updated technical reports have been provided. This document responds to issues raised regarding transport and parking both within Master Plan 2050 and Transport Strategy.

## TRANSPORT OBJECTIVES FOR SYDNEY OLYMPIC PARK

This Strategy and its recommendations are guided by seven spatial moves which build on the Vision. The seven spatial moves are:

1. Micro movement – breaking down monumental spaces
2. Blurring the Parklands edges – to create a unified identity
3. Healthy Movement – access by walking and cycling
4. The biggest backyard – gateways to unlock Parklands access
5. To Greater Sydney and beyond – local, metropolitan and regional access
6. Four movement corridors – achieving a car-lite suburb
7. More park, less parking – better using our places and spaces.

A future travel mode share target has been set which defines the 2050 transport objective. The target seeks a significant reduction in private vehicle use and an increase in use of active and sustainable modes as defined below:



**Figure ES.1:** Master Plan 2050 target transport mode share  
**SCOPE OF THIS REPORT**

Significant public transport investment coupled with a connected and safe active transport network will change the way people move within, to, from and through Sydney Olympic Park. This Strategy provides the transport and traffic input into the development of the Sydney Olympic Park Strategic Place Framework. It has been developed in alignment to the Vision and is guided by the strategic directions and key moves.

This report presents the existing transport context and defines the future desirable transport conditions for Sydney Olympic Park. Several recommendations seek to guide the structure of the movement network to its future state in line with development and preservation of the natural environment of the Parklands.

Further studies and investigations will be required to progress the strategic recommendations outlined in this Strategy. These include:

- Cycling network implementation plan (high priority)
- Detailed access and parking plan for the Parklands including Riverfront Park, Haslams Park and Bicentennial Park
- Event transport operations review
  - Event bus network review considering introduction of Sydney Metro West (SMW) and Parramatta Light Rail Stage 2 (PLR2)
  - Design of a consolidated event bus terminal on Olympic Boulevard North (Plaza Bus Terminal) including bus layover and temporary operations on Pondage Link for Royal Easter Show operations
  - Future event role of the T7 station
  - Extent of event traffic management plan interventions
  - Re-imagining Holker Street including removal of bus only lanes with the opening of Wentworth Point Bridge
- Freight hub feasibility study and trial project
- Detailed bus network planning including rapid, frequent and local bus routes
- Electric vehicle charging strategy
- Travel demand management plan to outline a pathway to more sustainable travel

# HEADLINE FINDINGS AND RECOMMENDATIONS

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## DATA INPUTS

This Strategy, its findings and recommendations are supported by several publicly available datasets and previous studies undertaken by the Sydney Olympic Park Authority (SOPA). This includes:

- Australian Bureau of Statistics (ABS) census data for 2016 and 2021 (limited application for transport planning due to Covid lockdowns impacting travel behaviour on Census Night)
- Transport for NSW 2022/23 Household Travel Survey (HTS)
- Existing and future population and housing statistics
- Transport for NSW Opal public transport patronage data
- Traffic, parking and event data from previously completed studies

## HEADLINE FINDINGS

- There is currently a high car dependency for moving to, from and within Sydney Olympic Park.
- High parking demand during weekends within the Parklands (particularly within Bicentennial and Blaxland Riverside Parks) and during regular events when dedicated event services aren't operating.
- Typical peak off-street car parking occupancy for major events is ~6,500 cars, significantly below the existing 10,000 space requirement.
- Public transport mode share to major events has steadily declined over the past 25 years but remains the preferred form of transport at ~65%
- Lack of direct public transport access to Sydney Olympic Park leading to a limited 30-minute city catchment
- The traffic performance of gateway intersections onto the Sydney arterial road network in the suburb remains congested at Homebush Bay Drive, Parramatta Road and Silverwater Road.

- Sydney Olympic Park has a well-established cycling and shared path network however there are several missing links and a lack of legibility leading to poor cycling uptake outside of cycling for recreation both locally and regionally.
- Limited wayfinding, permeability and connections across major movement corridors for walking and cycling journeys
- The increase in volumes of walkers and cyclists in the Parklands is leading to congestion, loss of amenity and increases in safety risks at some locations on the shared path network.
- The attraction of quiet walking experiences within the natural environments of the Parklands is growing with the increase in traffic on the shared pathway network, increases in population of adjacent developments and demands for more open space.

## HEADLINE RECOMMENDATIONS

- Leverage significant government public transport investment including SMW, the proposed PLR2 and ferries to provide accessibility across Greater Sydney and beyond.
- Significantly reduce public car parking for major events from 10,000 spaces to 5,000 spaces in line with the opening of SMW to achieve the car-lite vision, unlock development opportunities on valuable land and support decarbonisation of the transport network. Car parks to remain in 2050 for major events include P1 (3,300 spaces) and 1,700 spaces located across three car parks including P3, P4 and P6 (relocated to within Showground) and parking provision for 150 coaches.
- Consolidate the existing two event bus terminals on Olympic Boulevard into the Plaza Bus Terminal. Pondage Link would operate as a temporary bus hub for the Royal Easter Show (RES) only to facilitate the relocation of the Carnival from P6 Car Park to facilitate the introduction of light rail.

- Maintain maximum car parking supply rates for development across all neighbourhoods in line with that previously approved under Sydney Olympic Park Master Plan 2030 (Interim Metro Review). Rates will be reviewed further once SMW and PLR2 come online including stretch targets for future parking supply rates that align with the City of Sydney and City of Parramatta into the future.
- Optimise valuable land including parking for higher order uses such as micro-mobility freight hub, vehicle charging facilities, coach parking, waste infrastructure and active recreation.
- Provide a best practice multi-modal mobility hub in the Urban Centre to seamlessly provide and connect all modes.
- Enhance and designate the active transport network based upon the likely speed of travel to support cycling journeys for all trip purposes by people of all ages, abilities and emerging technologies.
- Connect the Urban Area and the Parklands for pedestrians and cyclists through additional pathways, signalised crossings, refuges and bridges to better integrate Sydney Olympic Park.
- Utilise the four internal movement corridors (Australia Avenue, Kevin Coombs Avenue, Edwin Flack Avenue, Sarah Durack Avenue) to maintain access to the Urban Area and venues which will facilitate a car-lite approach to development within through the creation of active streets.
- Prioritise people through creating pedestrianised precincts and neighbourhoods supported by public transport which creates interesting spaces and places for people to move around and spend time.
- Improve freight delivery through the development of micro-mobility distribution hubs on the edges of the urban centre to reduce vehicular movements and emissions beyond the four avenues frame.

# SYDNEY OLYMPIC PARK



## Transport Vision for Sydney Olympic Park

Transport Strategy

# 1.1 MASTER PLAN 2050

In 2022, the Vision was developed to guide decision making across Sydney Olympic Park for government, business and the community. The Vision was developed through a collaborative process, learning from First Nations leaders, local community, key stakeholders and existing policy and planning frameworks.

The Vision outlines the vision, place pillars and strategic directions for Sydney Olympic Park, as well as presenting the key moves required in order to achieve the vision.

In 2050, Sydney Olympic Park will realise its vision of being Sydney's beating green heart as depicted in Figure 1.1 from the Vision.

## SYDNEY OLYMPIC PARK IS SYDNEY'S BEATING GREEN HEART

Source: Sydney Olympic Park Place Vision & Strategy (2022)

Figure 1.1: Sydney Olympic Park vision

Three place pillars were also developed which act as a lens to decision making. These three place pillars also guide both the development and outcomes of this Transport Strategy. Place pillars include:

- **Wangal** Respect and care for Country
- **Dynamic** A place that adapts to changing needs
- **Thriving** A regenerative exemplar

Both the vision and Place pillars are further supported by 10 Strategic Directions (Figure 1.2) which will shape the future of Sydney Olympic Park and 5 Key Moves (Figure 1.3) which represent the initial steps which can be taken.

### STRATEGIC DIRECTIONS

The 10 Strategic Directions represent the future state of Sydney Olympic Park. The identified strategic directions leverage the opportunities and seek to overcome existing challenges facing Sydney Olympic Park.

Each strategic direction is underpinned by measures of success and actions which guide Sydney Olympic Park to its future state. The strategic directions are far reaching, aiming to realise every aspect of the vision.

This Transport Strategy supports each strategic direction, however specifically **Strategic Direction 3 – Connected, pedestrianised and intuitive**. The initial actions identified within this strategic direction are built on within this Transport Strategy.

### KEY MOVES

Five Key Moves have been developed as part of the Vision. The key moves reflect envisioned outcomes of the Vision as well as seek to realise short term outcomes. The key moves build on the strategic directions and provide evidence to how the strategic directions can manifest into outcomes.

Each key move is relevant to the development of this Transport Strategy and as such have been entrenched in the development of recommendations.

This is evident through the car lite approach to delivering the future Sydney Olympic Park which aims to achieve not only the vision but the broader local, regional, state and national direction, including the transition to net-zero by 2050.

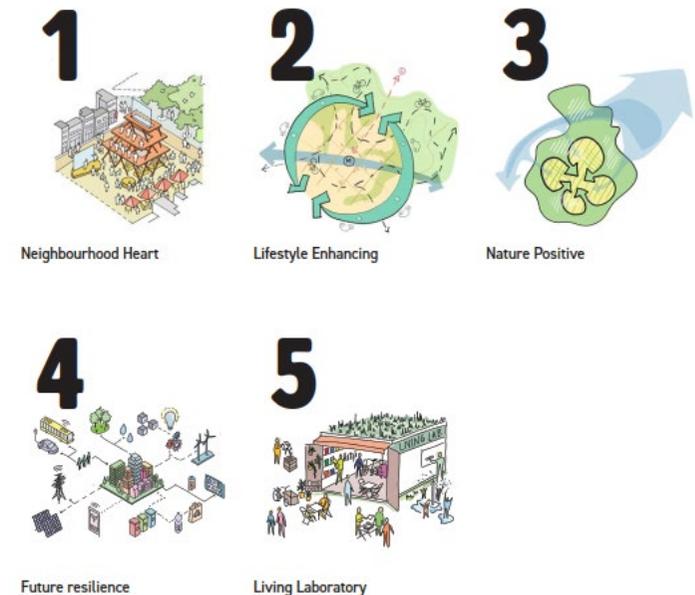
The vision, strategic directions and key moves will be supported through drawing on the NSW's approach to transport as outlined in the Future Transport Strategy (2022). This includes supporting the delivery of 15-minute neighbourhoods and the 30-minute cities.

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Source: Sydney Olympic Park Place Vision & Strategy (2022)

Figure 1.2 10 Strategic Directions



Source: Sydney Olympic Park Place Vision & Strategy (2022)

Figure 1.3: 2050 Key Moves

# 1.2 TRANSPORT OBJECTIVES FOR SYDNEY OLYMPIC PARK

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In response to the Vision, Sydney Olympic Park's past experiences and present behaviours, the transport objectives respond to the built and natural environments, its network of connections and the behaviours of the people who live, work and play in this unique community within Greater Sydney.

Few other places within Greater Sydney serve as many diverse communities of varying geographical scale ranging from international tourists and sporting teams, regional exhibitors, amateur athletes and visiting school students, to cultural groups from the surrounding districts and neighbours from the growing suburbs located along the Parramatta River and the community who reside in Sydney Olympic Park.

Each journey has different requirements which are captured below in Figure 1.4 within the context of the Vision of Sydney's beating green heart.

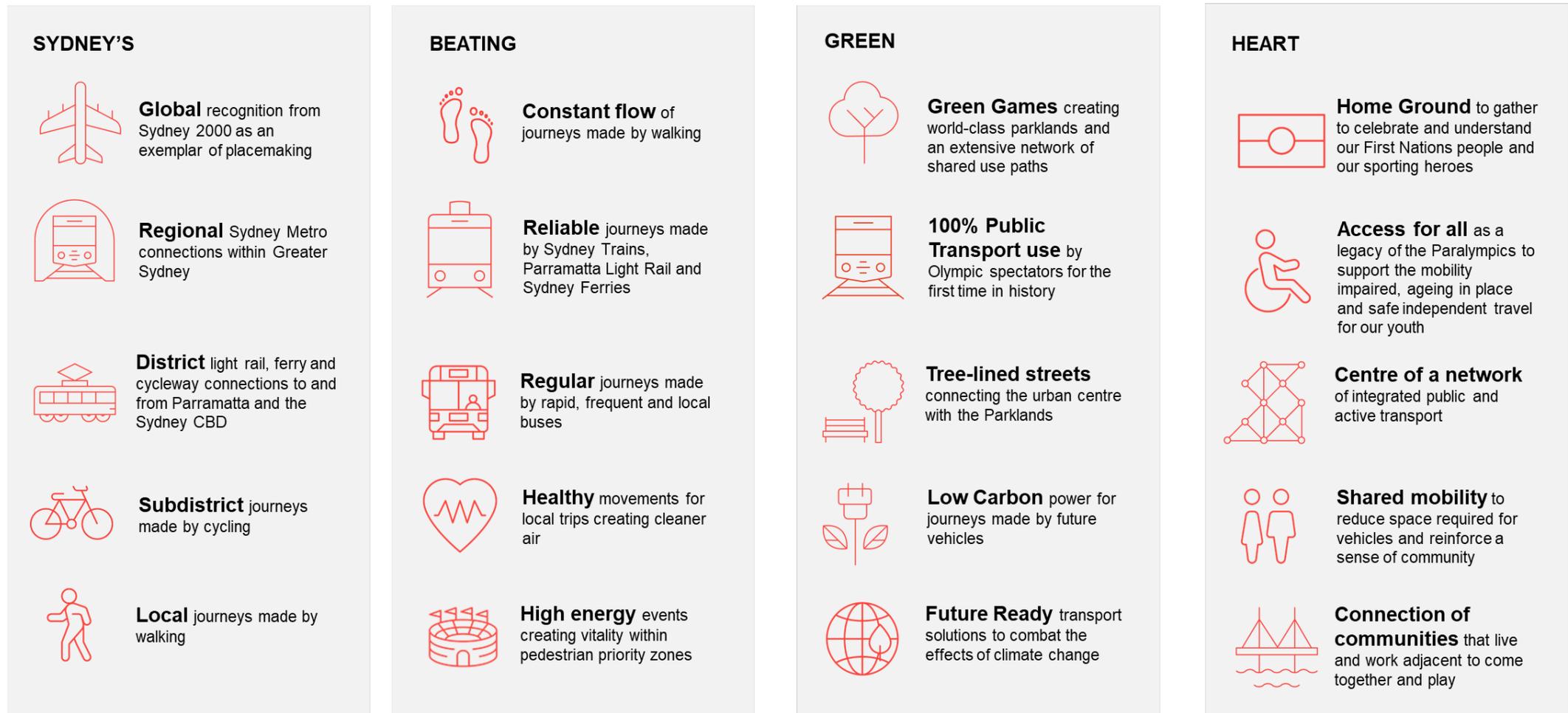


Figure 1.4: Sydney Olympic Park Vision Transport Objectives

# 1.2 TRANSPORT OBJECTIVES FOR SYDNEY OLYMPIC PARK

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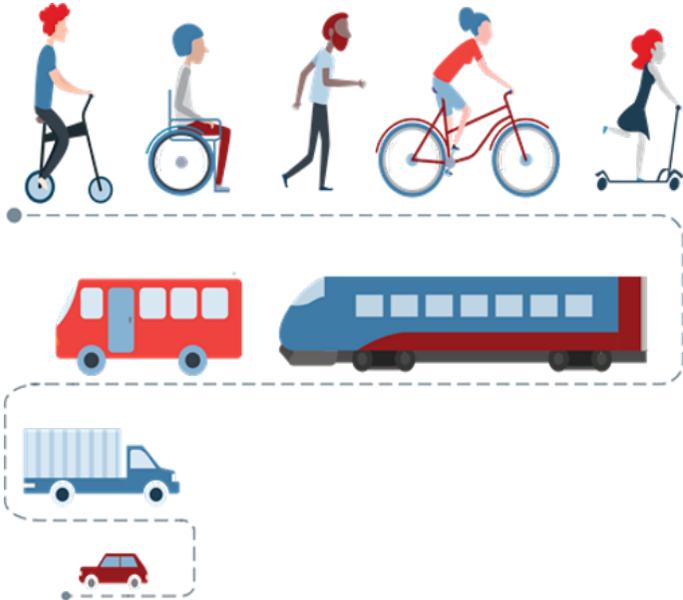


This strategy seeks to inform the Master Plan 2050. Building on the wider vision for Sydney Olympic Park which is **Sydney's beating green heart**, this section presents the 2050 mode share targets.

Mode share is the term given to the proportion of trips taken by a particular mode, providing an indication of the travel behaviour of an area. Mode share targets provide a means to track progress towards a vision.

The mode share targets have been developed in line with the Vision including stakeholder and community engagement outcomes.

As set out in the Vision, the mode share objective is that all trips within Sydney Olympic Park are made by walking, cycling or other personal mobility means, and most trips made to and from Sydney Olympic Park are made by public or active transport modes. This is reflected in the mode share targets depicted to the right.



**Figure 1.5:** Hierarchy of modes

## 2050 MODE SHARE TARGETS



**12%** of journeys made by walking

Compared to **5%** Journey to work (ABS, 2016)



**8%** of journeys made by cycling

Compared to less than **1%** Journey to work (ABS, 2016)



**55%** of journeys made by public transport

Compared to **35%** Journey to work (ABS, 2016)



**25%** of journeys made by private vehicle

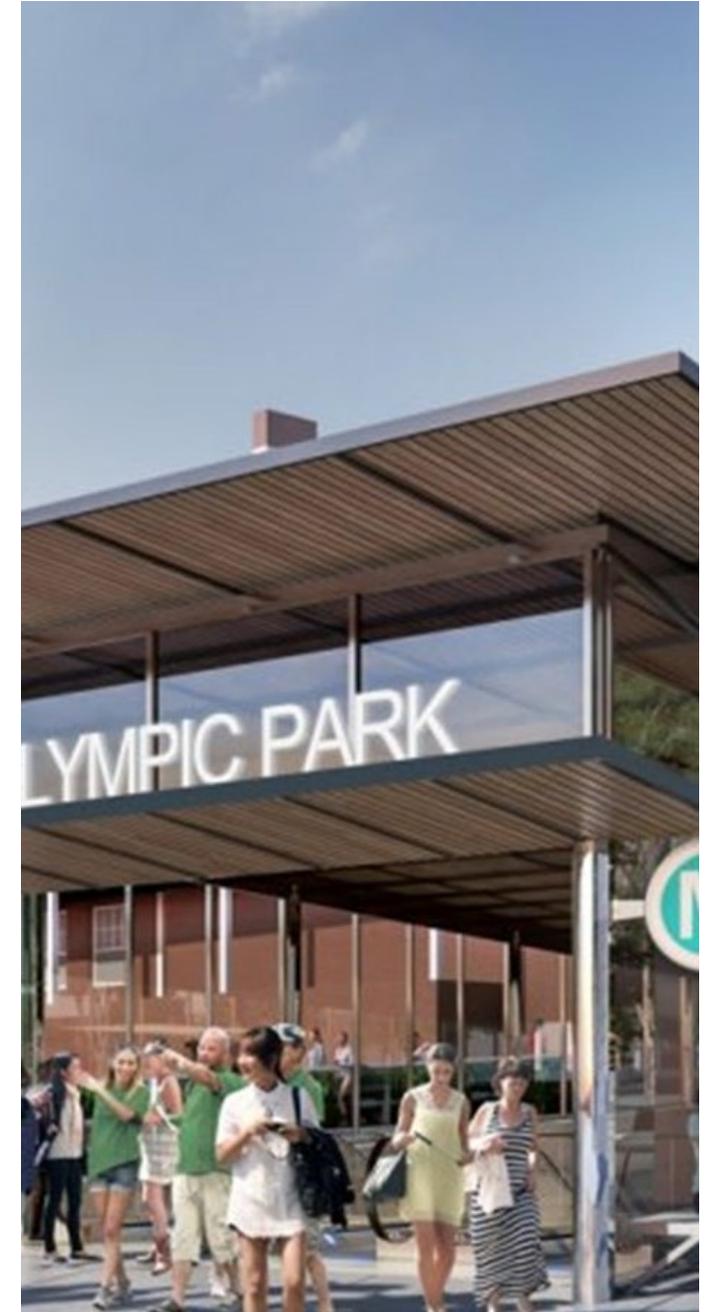
Compared to **58%** Journey to work (ABS, 2016)



**80%** of journeys made by non-car modes for all sized events

Compared to **65%** (SOPA, 2018)

Source of Journey to Work: ABS 2016 Census

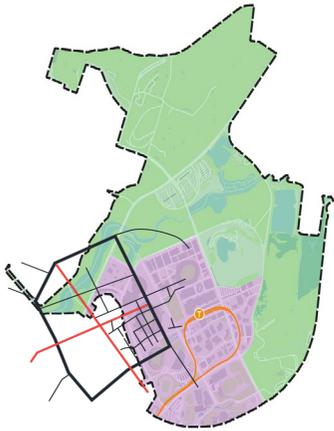


# 1.2 TRANSPORT OBJECTIVES FOR SYDNEY OLYMPIC PARK

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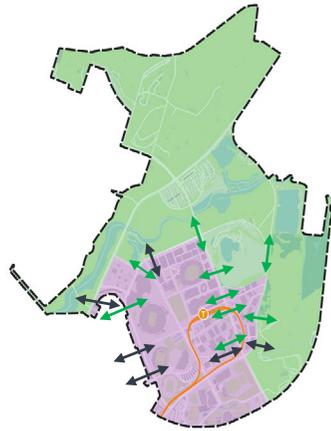


The transport objectives for Sydney Olympic Park are guided by 7 spatial moves which aim to support the Vision of Sydney Olympic Park as Sydney's beating green heart.



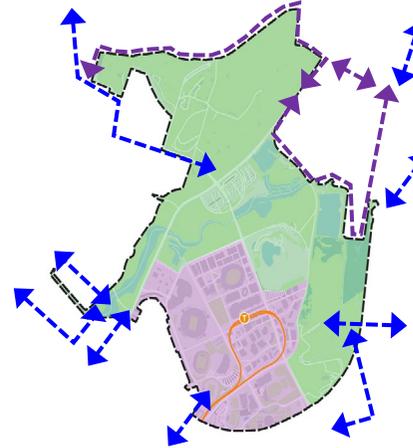
## 1. Micro movement

Breaking down monumental spaces



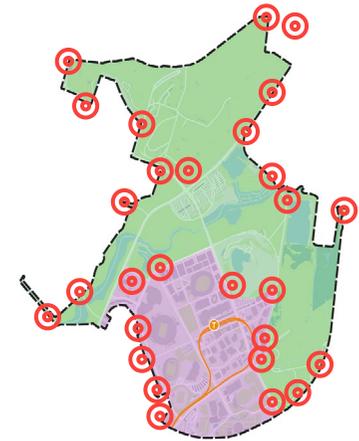
## 2. Blurring the Parklands edges

Creating a unified identity



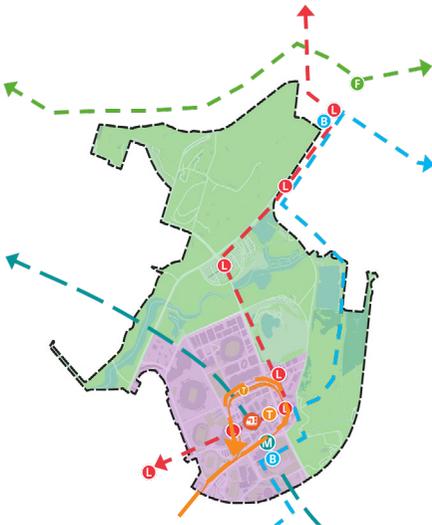
## 3. Healthy movement

Access by walking and cycling



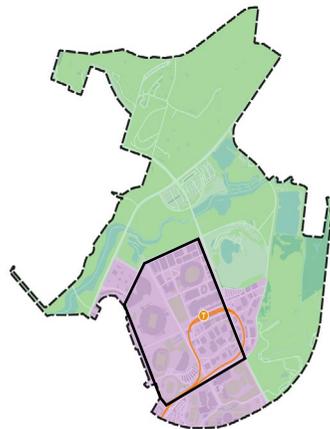
## 4. The biggest backyard

Gateways to unlock Parklands access



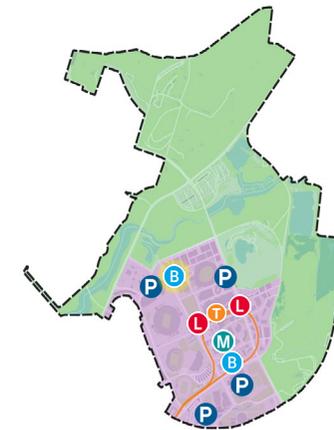
## 5. To Greater Sydney & beyond

Local, metropolitan and regional access



## 6. Four movement corridors

Achieving a car-lite suburb



## 7. More park, less parking

Better use of our places and spaces



## Background and Context

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Transport Strategy

# 2.1 SYDNEY OLYMPIC PARK

Covering 640 hectares, Sydney Olympic Park is vast and diverse with local, regional and national significance. Characterised by two distinct areas, the Urban Area and Parklands (Figure 2.1), there is a community of 26,960 people (2020-21). This includes 5,600 residents, 19,500 workers and 1,860 students.

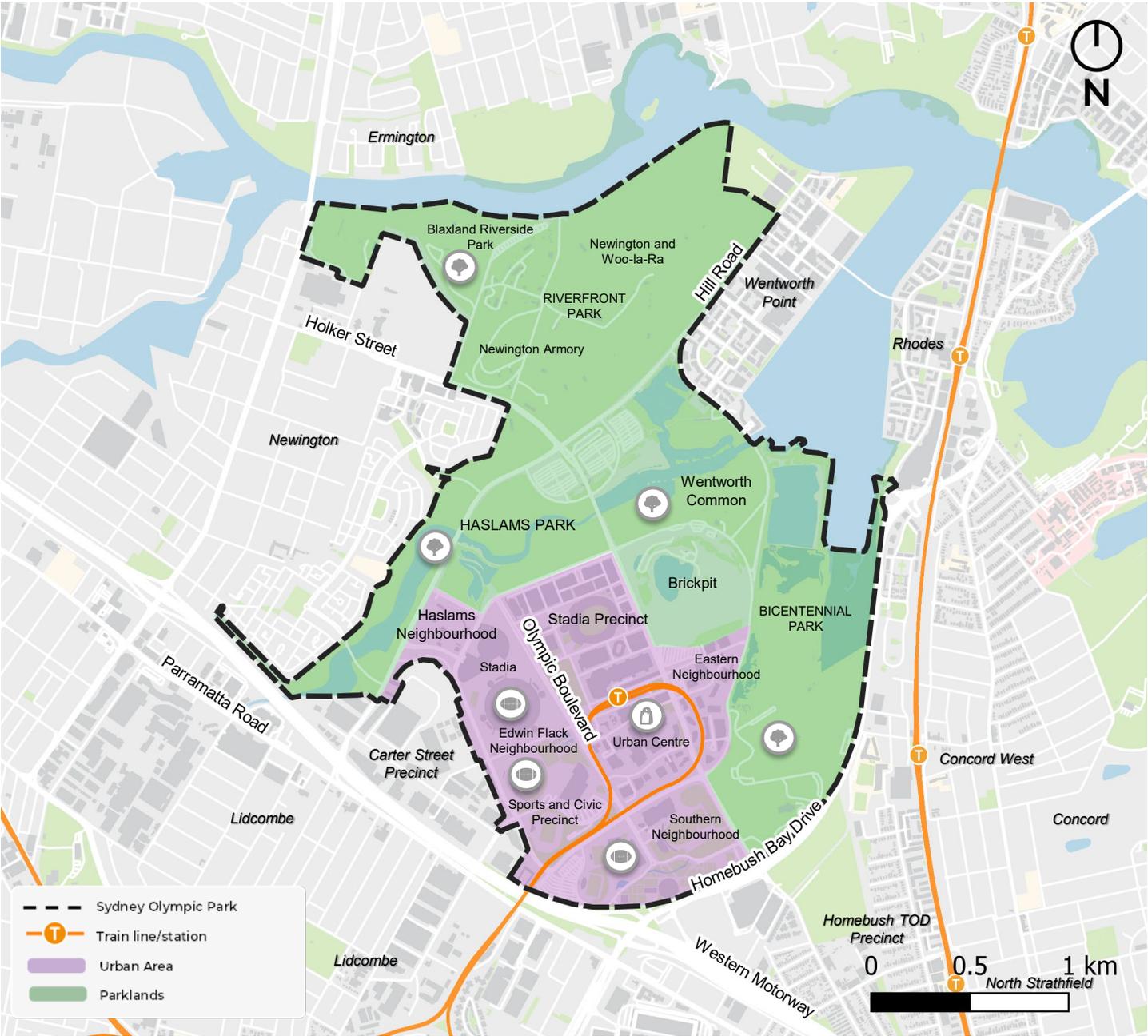
The Urban Area includes Australia’s premier elite sports and entertainment facilities initially established for the Sydney 2000 Olympic and Paralympic Games (Sydney 2000 Games). The Olympic legacy continues with 10 million visitors attending over 5,000 events each year. A well-connected, sustainable transport network is required to facilitate access to and from Sydney Olympic Park during event days.

Urban areas are identified as neighbourhoods or precincts in the Master Plan 2050. The neighbourhoods are predominantly residential with a range of supporting uses and services. The precincts have a clear non-residential function incorporating events, entertainment, sporting, commercial and other uses supporting high levels of visitation and employment. The neighbourhoods and precincts are surrounded by the Parklands.

The northern part of Sydney Olympic Park is characterised by the Parklands which provides 430 hectares of open space. With significant ecology, heritage, culture, sporting and recreation value, the Parklands provide active recreation, passive recreation and bushland and conservation for our region.

In 2020-21 the Parklands attracted 3.26 million visitors. Visitation varies throughout the park with Bicentennial Park and Blaxland Riverside Park accounting for the largest portion of visitors. The Parklands are currently accessed by several gateways; however, they lack a true arrival experience. An improved arrival experience, coupled with enhanced connectivity and integration with the Urban Area will further support the Parklands role in providing high quality open space.

This transport strategy ensures that the transport network supports the existing and growing population and significance of Sydney Olympic Park supporting Greater Sydney.



**Figure 2.1:** Sydney Olympic Park

## 2.2 STRATEGIC AND REGIONAL CONTEXT

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Sydney Olympic Park has evolved from the site of the “best Olympic Games ever” in the year 2000 to Greater Sydney’s premier sports and leisure destination and emerging mixed-use precinct.

Sydney Olympic Park is approximately 7km east of the Central River City (Parramatta CBD) and 15km west of the Eastern Harbour City (Sydney CBD) (Figure 2.2). Designated as its own suburb in 2009, Sydney Olympic Park covers an expansive region south of the Parramatta River bounded by the key arterials Silverwater Road (A6), Homebush Bay Drive (A3) and M4 Motorway.

In the 2018 Greater Sydney Region Plan – A Metropolis of Three Cities, Sydney Olympic Park was identified as a Strategic Centre within the Central River City. It has also been identified as a Key Strategic Centre within the Greater Sydney Regional Plan and is well placed between Parramatta and the Sydney CBD to provide functionality for both.

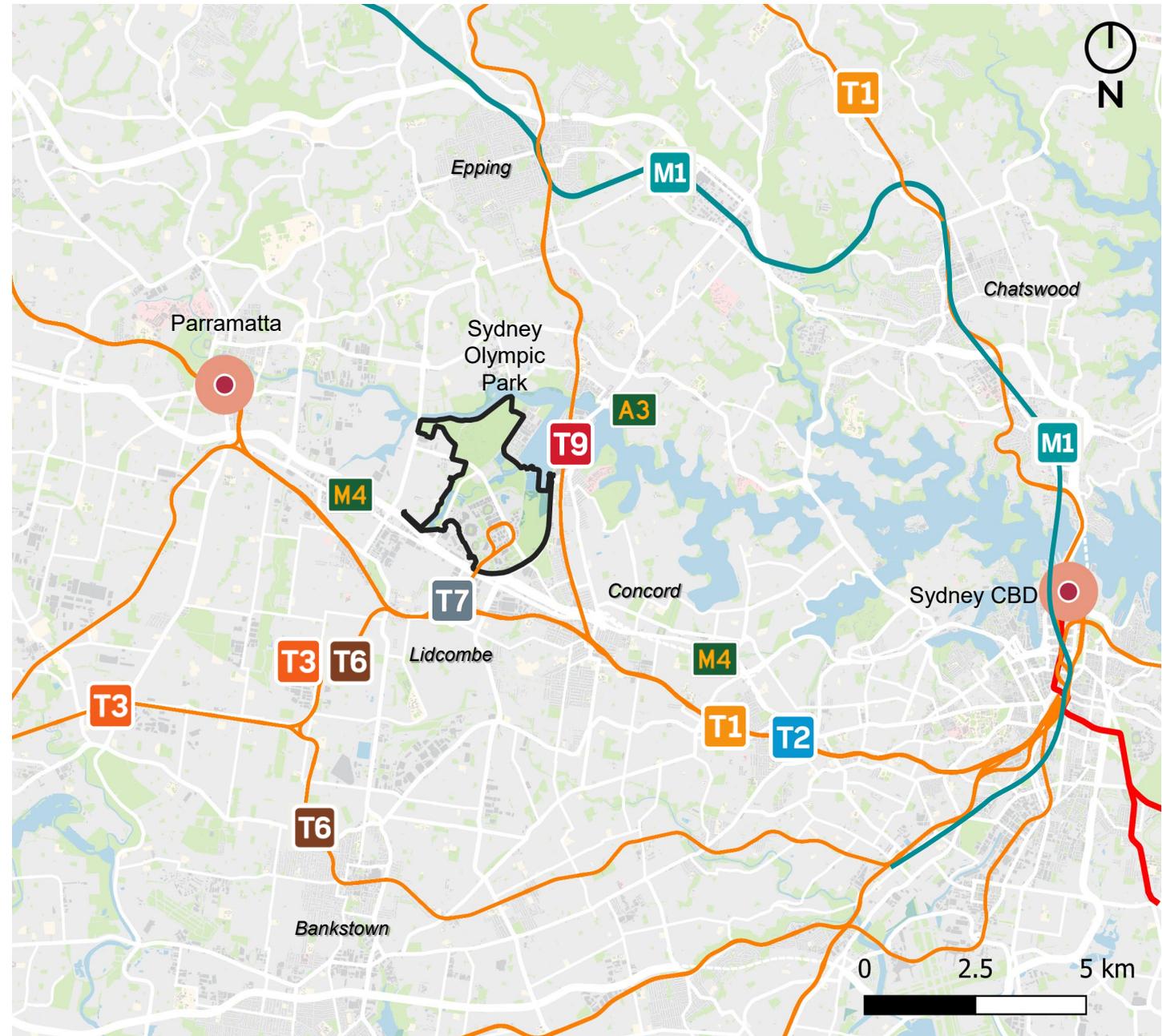
The Central City District Plan (District Plan) identifies that Sydney Olympic Park will develop into a lifestyle precinct with “the potential to attract anchor tenants specialising in sports, health and physical education”. This will likely focus sporting excellence infrastructure around the existing venues within Sydney Olympic Park.

Sydney Olympic Park has been identified to have a future residential population of up to 33,000 and 26,000 jobs.

Sydney Olympic Park currently has indirect, infrequent and slow journey times to both Parramatta and the Sydney CBD. This is despite its strategic location between the two centres.

Major public transport infrastructure improvements are planned within Sydney Olympic Park, including SMW and the proposed PLR2.

For active modes, Sydney Olympic Park is well situated as part of the regional active transport network between Parramatta and Sydney. Vehicular traffic primarily enters Sydney Olympic Park via Homebush Bay Drive, Hill Road from the M4 Motorway and Parramatta Road and Holker Street.



**Figure 2.2:** Sydney Olympic Park existing transport regional overview

# 2.3 FUTURE TRANSPORT PROJECTS

Significant transport infrastructure investment is transforming Sydney Olympic Park.

## SYDNEY METRO WEST

SMW will connect Westmead and Parramatta with the Sydney CBD to become the easiest and most reliable journey for customers travelling east-west across the city (Figure 2.3).

The project will connect Sydney CBD to Westmead and is expected to be complete in 2032 and will be transformative to the way people access Sydney Olympic Park.



Source: Sydney Metro West Interactive Map Portal (2022)

**Figure 2.3:** Sydney Metro West

In addition to increased rail capacity, SMW will improve the accessibility of Sydney Olympic Park by drastically reducing travel times to both Sydney and Parramatta CBDs as highlighted in Table 2.1.

In the future this connection will likely continue west to Western Sydney Airport and continue east from Sydney CBD to Sydney's eastern suburbs. This will deliver high frequency, rapid transport connections to all three cities within Greater Sydney and beyond.

Direction	Travel time from SOP (minutes)		
	Existing	SMW	Saving
To Parramatta CBD	23	5	>15
To Sydney CBD	38	15	>20

Source: Sydney Metro West Environmental Impact Statement Summary Book (2022)

**Table 2.1:** Forecast travel time savings for SMW

## PROPOSED PARRAMATTA LIGHT RAIL STAGE 2

PLR2 is proposed to extend the PLR1 network from Camellia to Carter Street via Rydalmer, Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park over 14-stops (Figure 2.4). This will deliver a 31-minute journey from the Carter Street Precinct to Camellia via Sydney Olympic Park.

For Sydney Olympic Park specifically, PLR2 will increase accessibility between the suburb and key residential, community sporting and educational precincts north of the Parramatta River whilst improving connectivity.

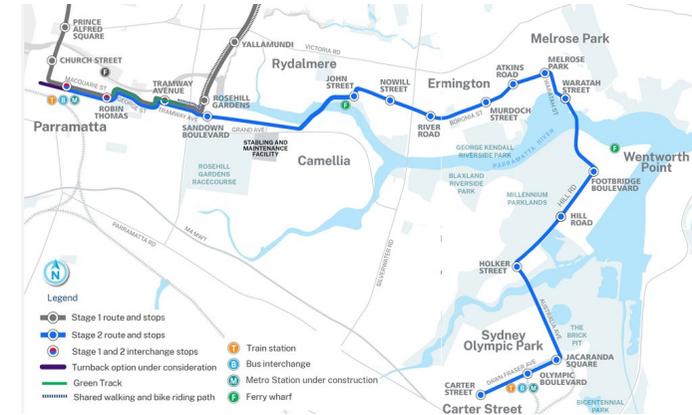
Increased connectivity throughout Sydney Olympic Park will see increased accessibility between the Urban Area and the Parklands. This will deliver accessibility to open space for Sydney Olympic Park's residents and surrounding communities. Additionally, providing a connection to/from the existing and future rail stations to the Sydney Olympic Park ferry wharf at Wentworth Point and the broader Sydney Olympic Park suburb.

PLR2 would deliver two new bridges across Parramatta River between Camellia to Rydalmer and Wentworth Point and Melrose Park. In addition, a 9.5km walking and cycling path running parallel and connecting to the wider network will be delivered.

The new crossings and associated infrastructure will deliver significant increases to the active and public transport catchments to the north of Sydney Olympic Park. This will help deliver 15-minute neighbourhood and 30-minute city objectives to Sydney Olympic Park.

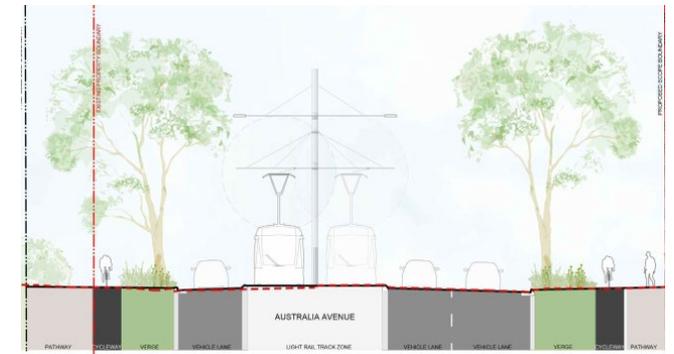
Currently there is \$600 million committed to the development of the Environmental Impact Statement and construction of the proposed bridge across the Parramatta River between Wentworth Point and Melrose Park.

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Source: Parramatta Light Rail Stage 2 Fact Sheet (2024)

**Figure 2.4:** Parramatta Light Rail Stage 2



Source: Parramatta Light Rail Stage 2 Technical Paper 1 Design, Place and Movement (2022)

**Figure 2.5:** Australia Avenue sketch and cross section of Parramatta Light Rail Stage 2

## 2.3 FUTURE TRANSPORT PROJECTS

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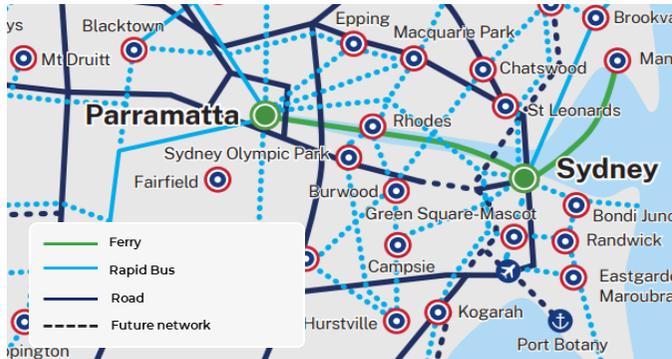


### BUS

The *Future Transport Strategy* (2022) proposes a rapid bus network which would support the existing and future east-west train connections and increase frequency and directness of public transport access to key destinations and centres.

Sydney Olympic Park would be connected by rapid bus routes to Rhodes in the east and Hurstville to the south (Figure 2.6).

The NSW Bus Industry Taskforce is leading major reforms to Sydney's bus network. This is outlined in a suite of reports with work now underway to develop a Medium Term Bus Plan. As this is released, future bus projects will be released.



Source: *Future Transport Strategy* (2022)

**Figure 2.6:** Rapid bus routes

In terms of local bus services, operations are likely to change within Sydney Olympic Park as a result of the aforementioned transport infrastructure (notably SMW) and the proposed developments throughout.

Changes may include relocation of bus stops and potential re-routing of bus services, including:

- Stop relocation from Dawn Fraser Avenue to Figtree Drive to improve interchange with SMW. Future of buses in Park Street is directly related to access changes associated with the proposed PLR2.
- Relocation of Dawn Fraser Avenue stops and re-routing of services to potentially south of the sports and civic neighbourhood extend public transport coverage and

complement the proposed PLR2 alignment

- Minor changes to stops and routes to accommodate new road alignments in the Urban Area and Carter Street precinct.

Similarly, routes may be changed or added to better align to their role as feeder services to the rail options.

### ACTIVE TRANSPORT

The NSW Government are working to deliver a safe, connected cycling network across Greater Sydney. This will be achieved through the Strategic Cycleway Corridor program which is currently in development for the Central River City. Once developed, it will guide development of cross-city connections which aim to connect centres, precincts and places.

Blue and green-grid active transport links leverage open spaces, centres and places whilst providing an attractive and safe active transport network. An example of this is the committed 91-kilometre continuous Link connecting the Sydney Opera House to Parramatta Park across 18 suburbs (Sydney CBD to Parramatta CBD cycle corridor (TfNSW 2023)).

This link will provide direct access from Sydney Olympic Park to both Parramatta and Sydney CBD's which will improve active transport journeys, to, from and through Sydney Olympic Park. This builds on the Parramatta Valley Cycleway which has seen consistent growth since opening supporting increased active transport journeys throughout the Central River City.

Part of Get NSW Active Program, the Pippita Rail Trail will be revitalised to provide an active transport connection between Sydney Olympic Park and Lidcombe Town Centre (Figure 2.7). The Pippita Rail Trail will deliver increased accessibility to Sydney Olympic Park from neighbouring communities delivering safe and active travel options to access the Sydney Olympic Park and its unique natural environment.



Source: *RailTrails Australia* (accessed 2022)

**Figure 2.7:** Pippita Rail Trail

Based on the City of Parramatta (CoP) Bike Plan Refresh (2023), numerous additional links or improvements to existing facilities are proposed by council and other projects to improve connectivity throughout the Greater Parramatta and the Olympic Peninsula including Carter Street.

The Plan sets out regional and local routes and delivery timeframes of these. The Plan sets out regional routes within Sydney Olympic Park connecting to the broader CoP network. These include Hill Road, Australia Avenue, Sarah Durack Avenue, Road Laver Drive, Carter Street, Bennelong Parkway and a foreshore link along the Parramatta River.

Delivery timeframes are included within the plan with regional and local routes prioritised using different sets of criteria. Delivery timeframes include 0-5 years, 0-10 years and 10-20 years.

### ROAD UPGRADES

Homebush Bay Drive, Australia Avenue and Hill Road are the main access for general traffic entry into Sydney Olympic Park. The Homebush Bay Drive intersection is undergoing a significant upgrade to a signalised intersection which will improve accessibility, reduce travel time and congestion and increase safety. The upgrade will also deliver a safer experience for pedestrians and cyclists. Upgrades to Hill Road and Holker Street at Silverwater Road are also planned.

# 2.4 PURPOSE OF DOCUMENT

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This document provides the traffic and transport input into the development of the Master Plan 2050. The inputs identified in this Transport Strategy will ensure the Vision can be realised.

This Transport Strategy builds on previously conducted studies and includes a strategic level analysis of:

- Background and Strategic Context – The regional setting and the park’s influence within Western Sydney.
- Public and Active Transport – Review of existing and future provision with recommendations on strategies and upgrades to increase non-car mode shares.
- Pedestrian Analysis – An assessment of current pedestrian numbers and likely impact on space, clearance and width requirements for events and walking catchments.
- Traffic and access strategy – identifying preferred access and egress points for the suburb.
- Transport Infrastructure – Identification of transport infrastructure which will facilitate development within Sydney Olympic Park.

As noted previously, this strategy leverages traffic and transport studies prepared over recent years relating to Sydney Olympic Park. This includes previous Sydney Olympic Park and strategic Parklands plans, as highlighted in Figure 2.8.

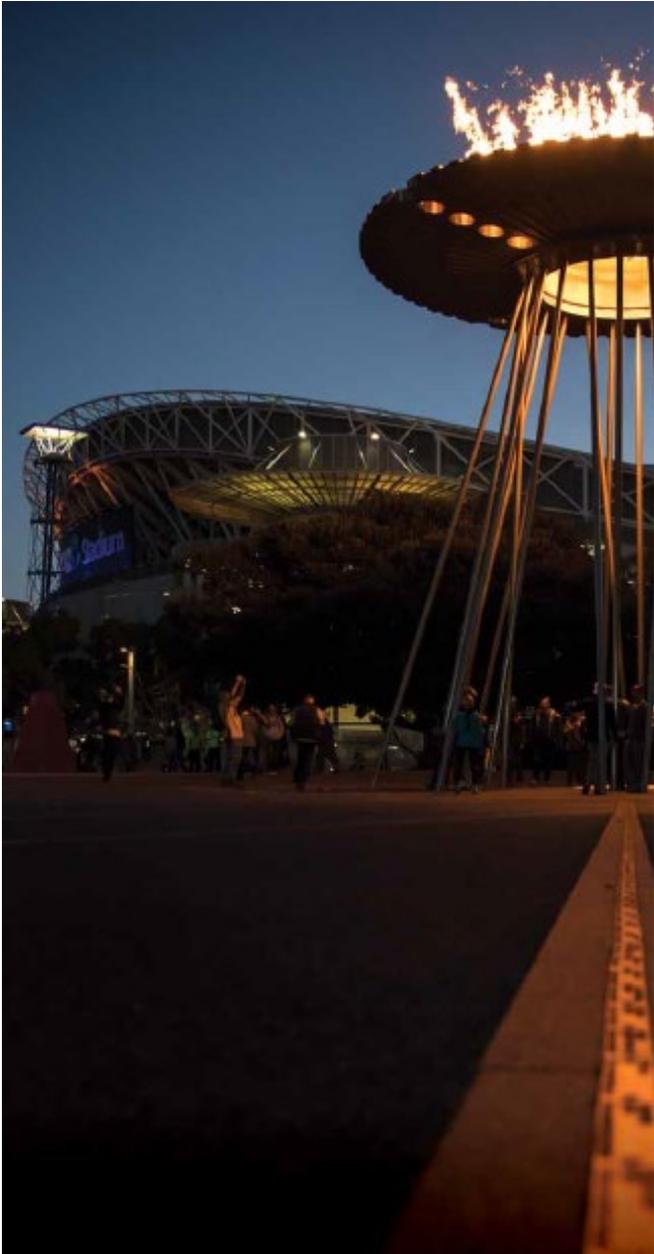


Figure 2.8: Relevant master plans and strategies

Source: 2020 Sydney Olympic Park (2020)

# 2.4 PURPOSE OF DOCUMENT

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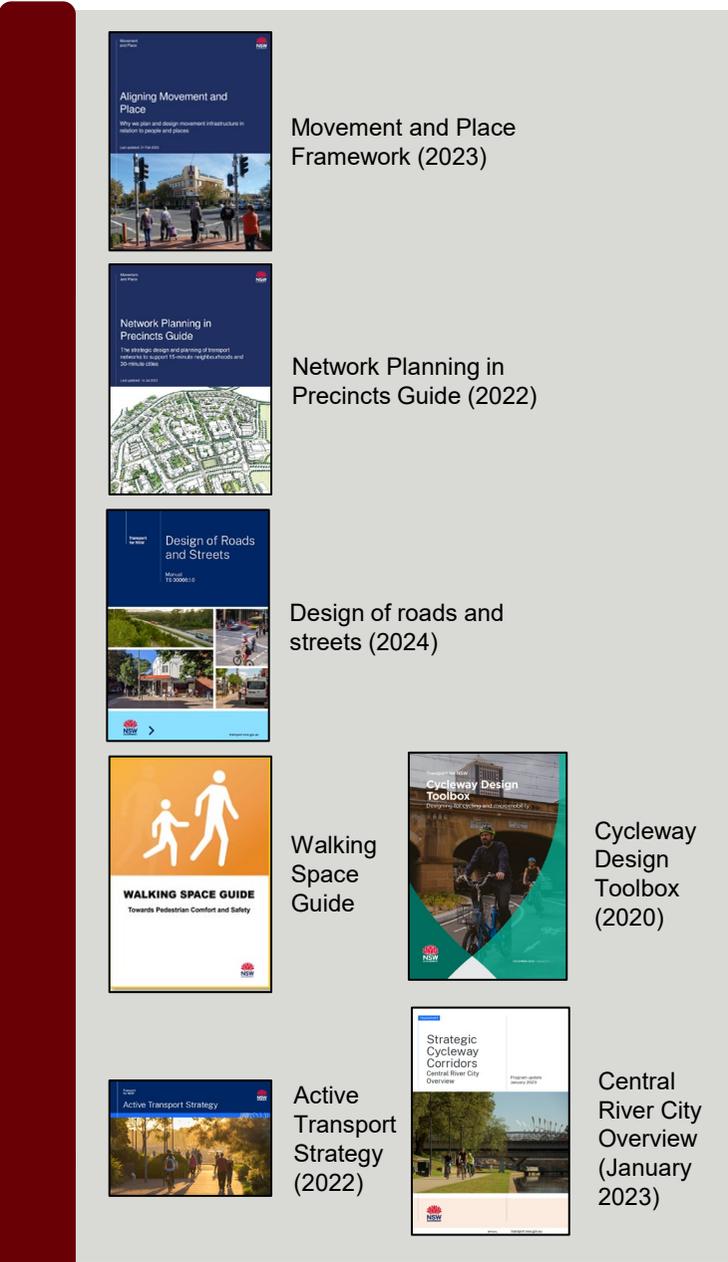


This Strategy has been developed in alignment with the broader state and local planning framework for NSW (depicted in Figure 2.9). This includes the Future Transport Strategy which sets the high-level strategic direction to enable walking and cycling for short trips, and public transport as part of the 30-minute city context.

To support delivery of the Future Transport vision, the NSW Government has published a suite of strategic frameworks and guidelines including:

- Practitioner’s guide to Movement and Place Framework:** provides guidance to implement Movement and Place to achieve successful streets which balance movement and place functions & **Design of road and streets:** supports the wider Movement and Place Framework by providing design guidance to roads and streets in relation to their function.
- Network Planning in Precincts Guide** provides a network approach to land use integration in precincts to encourage multi-modal transport outcomes including better walking, cycling and public transport access.
- Walking Space Guide:** recommendations and tools to ensure adequate walking footpath space is provided on streets and is based on Sydney’s conditions. This is particularly relevant for busy locations such as strategic centres, town centres and tourism locations
- Active Transport Strategy** outlines strategic active transport network for **NSW & Cycleway Design Toolbox:** guidance on how to plan and design suitable infrastructure for cycling and micromobility (including bikes, e-bikes, cargo bikes, share bikes and bike parking)
- Transport for NSW Road User Space Allocation Corporate Policy requires that road space is balanced between different users with pedestrians and bicycle riders considered first.

This Strategy is guided by TfNSW’s Guide to Transport Impact Assessment and Freight and Servicing Last Mile Toolkit.



**Figure 2.9:** NSW Government Guidance



Source: 2020 Sydney Olympic Park (2020)

# Existing transport conditions

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Transport Strategy



# 3.1 EXISTING ACTIVE TRANSPORT NETWORK

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## ACTIVE TRANSPORT

Existing walking and cycling infrastructure provides connectivity within the Sydney Olympic Park, as well as connections to the:

- North (Rhodes, Ryde) via Bicentennial Park
- East (Concord West, Homebush TOD, towards Sydney CBD) via Bicentennial Park or Underwood Road through to key routes along Queens Road and Lyons Road.
- West (Parramatta CBD) through John Ian Wing Parade and Holker Busway through to M4 Cycleway and Parramatta Valley Cycleway
- South (Lidcombe) via Hill Road and Birnie Avenue.

Sydney Olympic Park has a network of 34km of shared pathways which link the Urban Area with the Parklands. On road cycle lanes exist on the major roads which bound the Urban Area. Olympic Boulevard is a low volume street with wide traffic lanes and provides a safe environment for cycling even though it is not designated as a cycling route.

Tension exists between movement and conservation requirements in the Parklands. This includes barriers to movement due to significant fencing provided for environmental management purposes. Such tension is required to be managed accordingly.

Various initiatives support active transport, such as the Parramatta Bike Hub, a Community Bike Library, a skills training programs for cycle mechanics, the Cycling without Age program and bike hire.

Active transport will be the 15-minute neighbourhood enabler, connecting the Urban Area to its parkland backyard. Journeys by walking and cycling need to be supported by wayfinding. This should include signage, but also natural wayfinding enhanced by a place specific sense of place throughout. Such aspects are currently lacking throughout Sydney Olympic Park thereby reducing the legibility of journeys and active transport uptake.

The following pages present further detail on the 15-minute concept and Sydney Olympic Park's existing 15-minute accessibility by walking only.

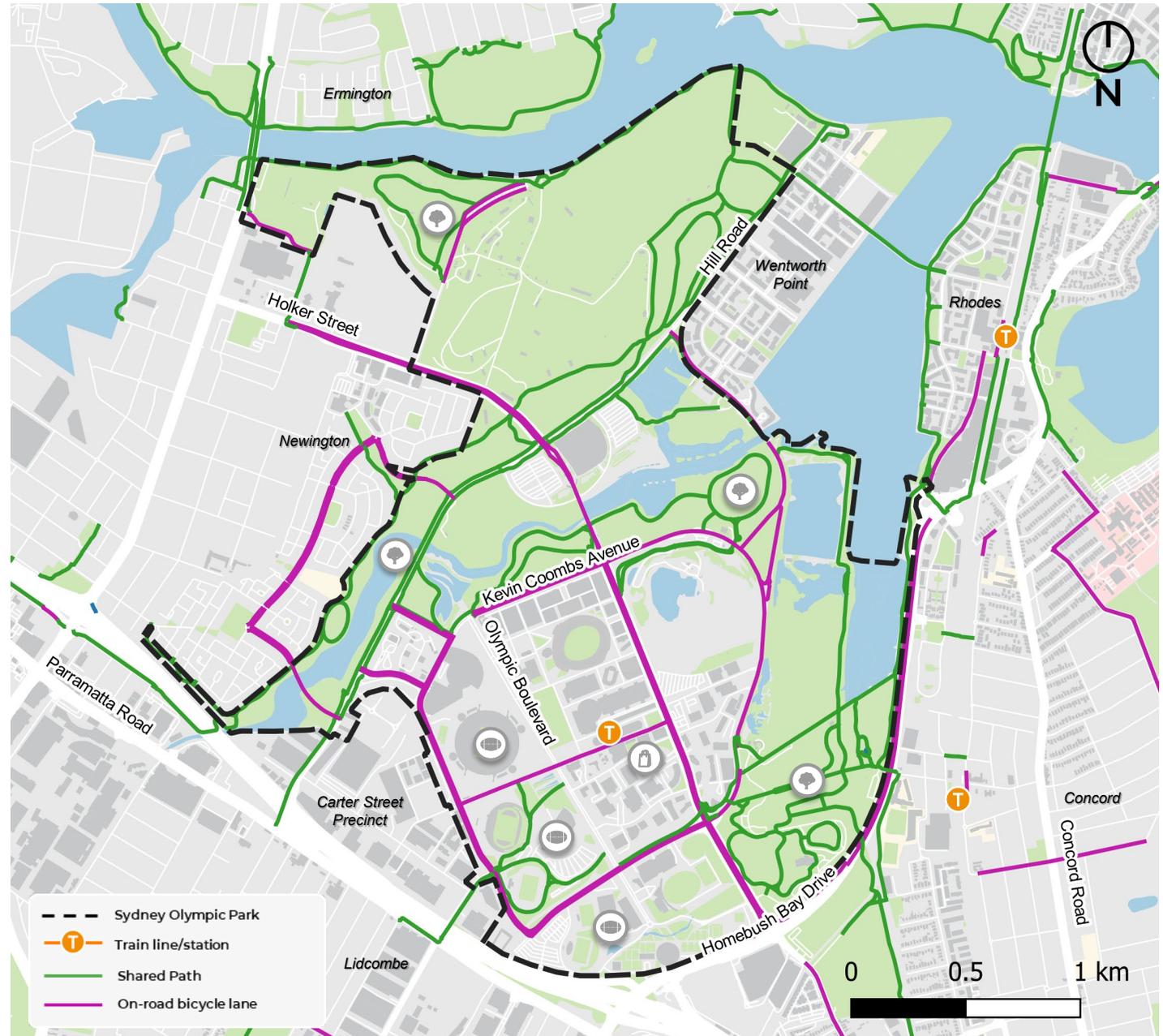


Figure 3.1: Current Active Transport Connectivity

# 3.1 EXISTING ACTIVE TRANSPORT NETWORK

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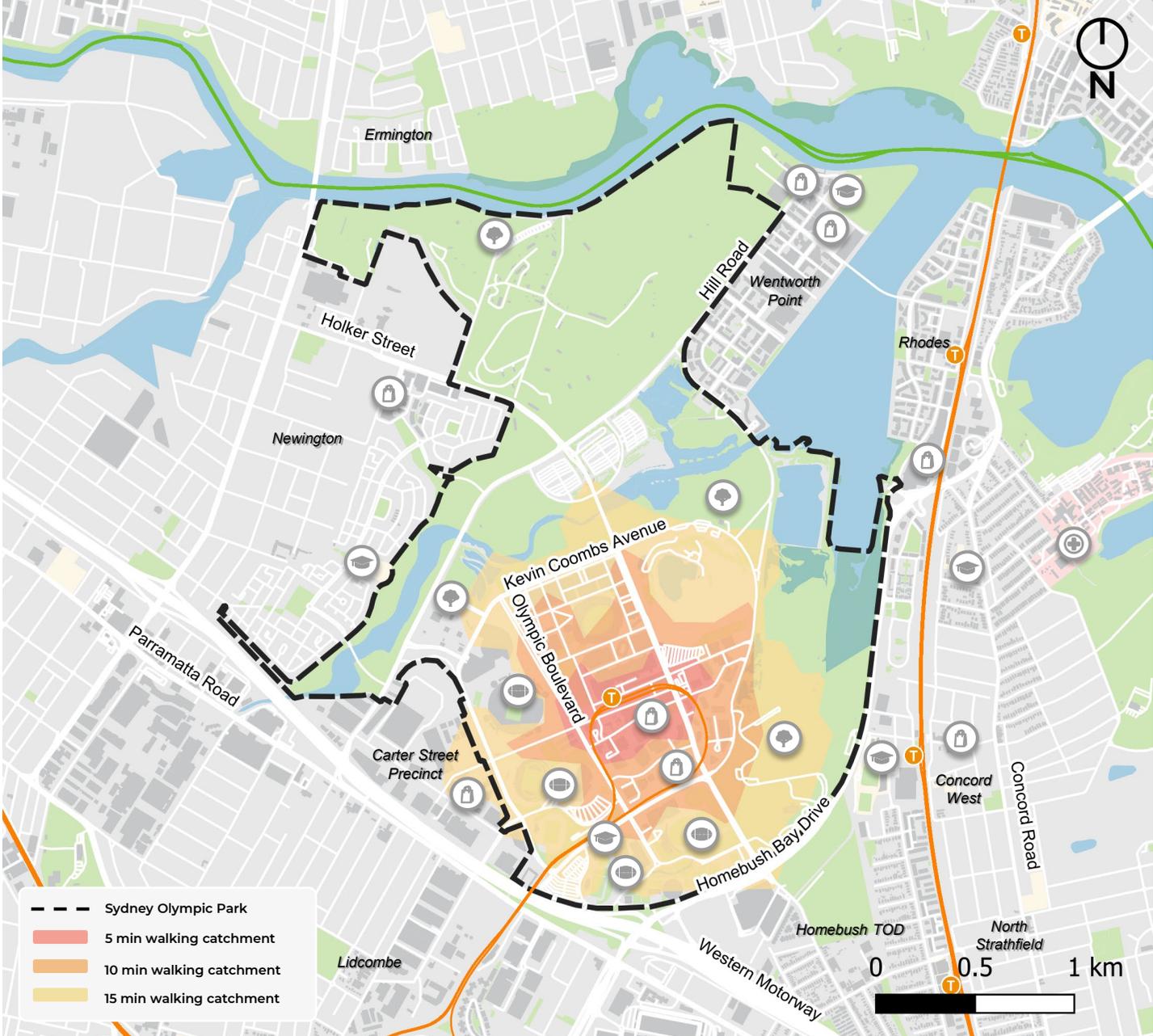
## 5, 10 and 15-MINUTE WALKING CATCHMENT

Sydney Olympic Park’s existing 5, 10 and 15-minute walking catchment from the existing train station is depicted in Figure 3.2. This highlights the current level of walkable access to the train station but also walkability across the precinct with the station strategically located in the centre

The analysis demonstrates that:

- The core of Sydney Olympic Park, including major event venues and commercial areas along Olympic Boulevard are located within a 5–10-minute walk of the existing station.
- Carter Street Precinct falls within a 15-minute walk, supporting its integration and accessibility with Sydney Olympic Park.
- Areas to the north and west, including the Parklands, are outside the 15-minute catchment and will require enhanced connections to support active travel. These destinations are likely to be accessed by cycling or other micromobility modes.
- This is similar considering walking and cycling integration with the Homebush TOD precinct to the south.
- Connections with nearby adjacent destinations and centres are also highlighted as opportunities through this analysis such as with Wentworth Point and Rhodes.

This catchment analysis reinforces the importance of planning for a highly walkable, transit-oriented environment, supported by safe and direct pedestrian infrastructure.



**Figure 3.2:** Sydney Olympic Park’s 5, 10 and 15-minute walking catchment from existing

# 3.1 EXISTING ACTIVE TRANSPORT NETWORK

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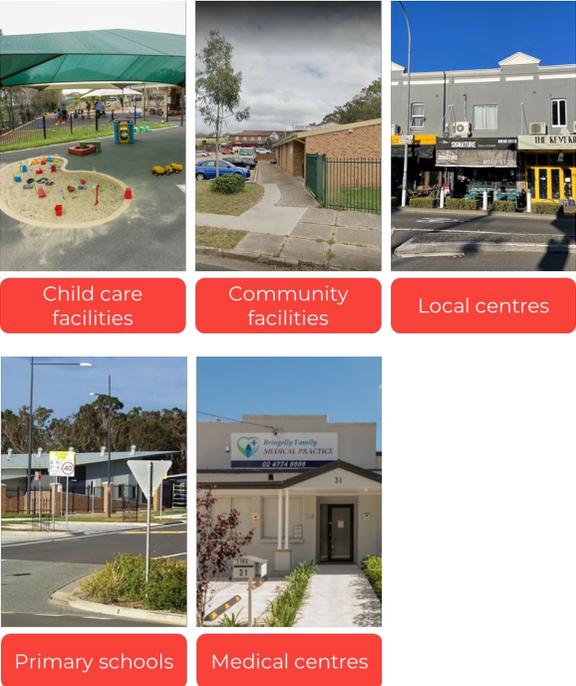
## CREATING A 15-MINUTE NEIGHBOURHOOD

Having access to daily living needs within 15-minutes via walking and cycling is vital to achieving healthy and liveable communities.

Daily living needs include local shopping, medical, education and recreation destinations. Achieving a 15-minute neighbourhood delivers mental and physical health, safety, environmental, economic and community benefits.

A 15-minute journey by walking can cover approximately 1.2 kilometres considering an average walking speed. On a bike, this can grow to 5 kilometres and even further considering electrified mobility such as e-bikes and e-scooters.

An integrated approach to transport and land use planning is needed to achieve a 15-minute neighbourhood. To support the development of the Master Plan 2050 a 15-minute analysis for Sydney Olympic Park has been conducted.



Child care facilities

Community facilities

Local centres

Primary schools

Medical centres

**Figure 3.3:** 15-minute neighbourhood destinations

## 15-MINUTE NEIGHBOURHOOD ACCESSIBILITY ANALYSIS METHODOLOGY

A travel time analysis considering walking only was conducted for Sydney Olympic Park. The travel time analysis measured accessibility to 15-minute destinations drawing on NSW Point of Interest dataset and Google maps.

The analysis included destinations within and outside of Sydney Olympic Park and utilised Open Street Map as the base network for conducting the analysis.

Aligning with the concept outlined in the *Future Transport Strategy* (2022), the 15-minute neighbourhood destinations which have been considered include:

- Local retail needs
- Medical needs
- Primary school
- High school
- Passive recreation
- Active recreation



**KEY**

Local shopping	Local doctor	Post office	Playground
Aged care	Daycare	Library	Recreation facilities
Local employment	Medical centres	School	Railway station

**Figure 3.4:** Example of a 15-minute neighbourhood concept

# 3.1 EXISTING ACTIVE TRANSPORT NETWORK

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## 15-MINUTE NEIGHBOURHOOD ACCESSIBILITY OF SYDNEY OLYMPIC PARK

A 15-minute neighbourhood analysis for Sydney Olympic Park has been conducted using the methodology previously explained. Figure 3.5 presents the outputs of this analysis, detailing the number of 15-minute neighbourhood destinations a location has access to by walking only.

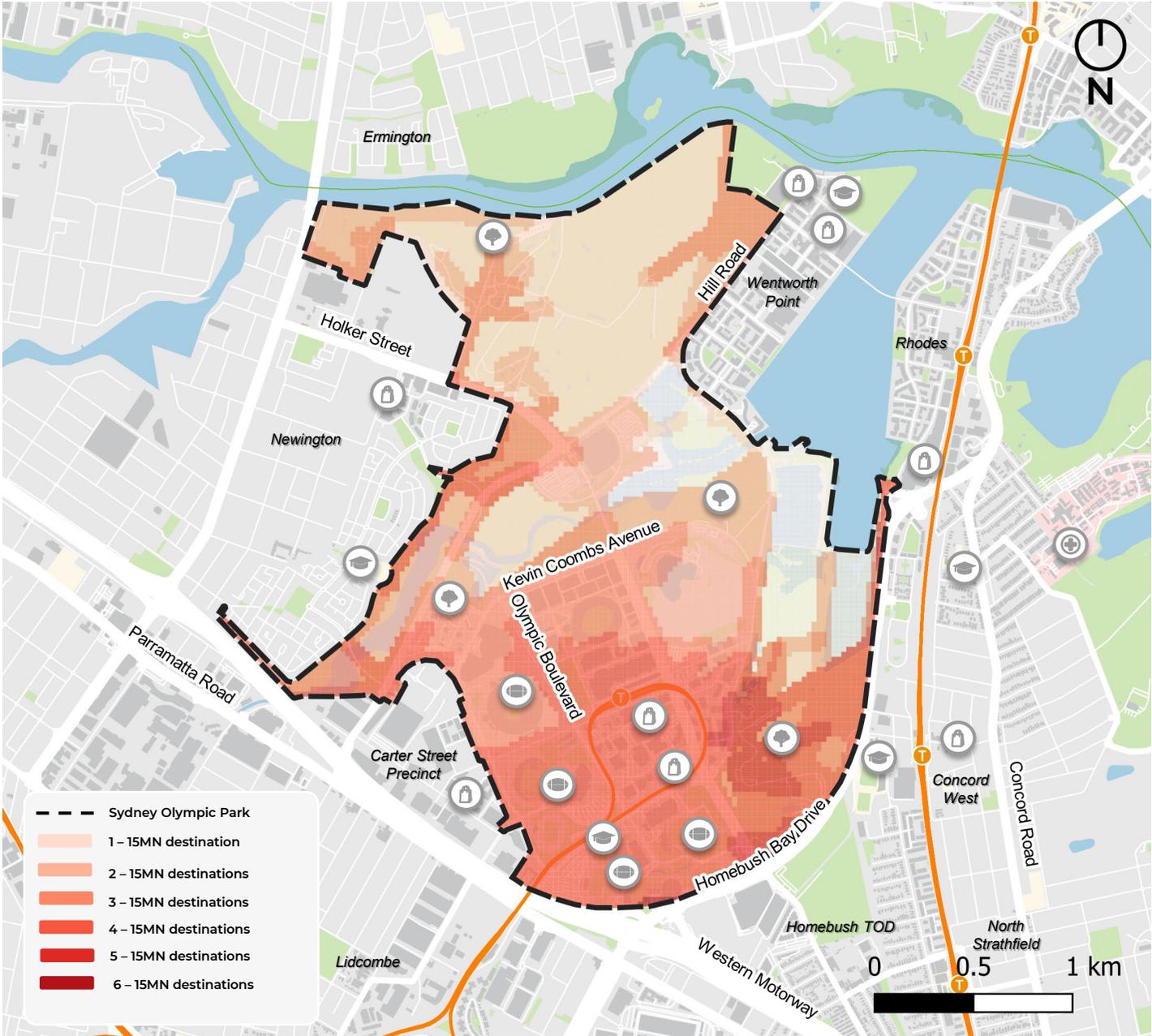
Bicentennial Park has the highest level of 15-minute neighbourhood accessibility within Sydney Olympic Park. This is due to its proximity to destinations within and outside Sydney Olympic Park. Sydney Olympic Park’s existing Urban Area has access to four 15-minute neighbourhood destinations.

Whilst four of the 15-minute neighbourhood destinations can be accessed by residents of the Urban Area today, they don’t have access to all local living needs as listed which includes a primary school and medical facilities.

The Parklands has minimal 15-minute neighbourhood accessibility which reflects its function and environmental significance. The Parklands provides recreation and open space destinations to the residents of and surrounding Sydney Olympic Park rather than being a 15-minute neighbourhood itself.

**To improve current 15-minute neighbourhood accessibility this Strategy outlines a future active transport network which supports all journeys types. The provision of 15-minute neighbourhood destinations is also required to realise a liveable, local Sydney Olympic Park.**

15-minute neighbourhoods prioritise walking, cycling and micro-mobility modes (including first and last mile freight deliveries) which aligns with the vision to achieve a car-lite Sydney Olympic Park. They also require various efforts to create a safe and good place to live, visit and work. This includes the appropriate provision of urban greenery, implementation of technology to create smart places and low speeds on streets.



**Figure 3.5:** Sydney Olympic Park’s 15-minute neighbourhood accessibility

# 3.2 EXISTING PUBLIC TRANSPORT NETWORK

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Public transport has a fundamental role in providing access to Sydney Olympic Park as well as connecting residents to key destinations within Sydney Olympic Park and beyond. An attractive public transport system is essential for realising the vision of a car-lite Sydney Olympic Park.

Sydney Olympic Park is currently serviced by the T7 Olympic Park train line, a number of bus services and the F3 Parramatta River ferry service as depicted in Figure 3.6.

### RAIL

Located in the centre of the Urban Area, Olympic Park station provides access to the T7 Olympic Park line. During normal operations, shuttle services operate between Lidcombe and Olympic Park stations with up to 6 trains per hour everyday.

### BUS

Several regular bus routes operate through Sydney Olympic Park, either terminating at Olympic Park Station in Park Street or continuing through the suburb along Dawn Fraser Avenue. Bus routes that travel through Sydney Olympic Park include:

- Route 525 (Parramatta – Burwood) up to 3 buses per hour (bph) in each direction
- Route 526 (Burwood – Rhodes Shopping Centre) up to 2 bph in each direction
- Route 533 (Chatswood - Sydney Olympic Park via Rhodes & North Ryde) up to 6 bph in each direction.

Additionally, bus services operate along Carter Street:

- Route 401 (Lidcombe Station loop) 2 bph during weekday peak periods only.

### FERRY

The F3 Parramatta River ferry also provides public transport access at the Sydney Olympic Park Wharf. The F3 operates between Circular Quay and Parramatta and services Sydney Olympic Park Wharf twice an hour during peak periods and hourly during off peak periods.

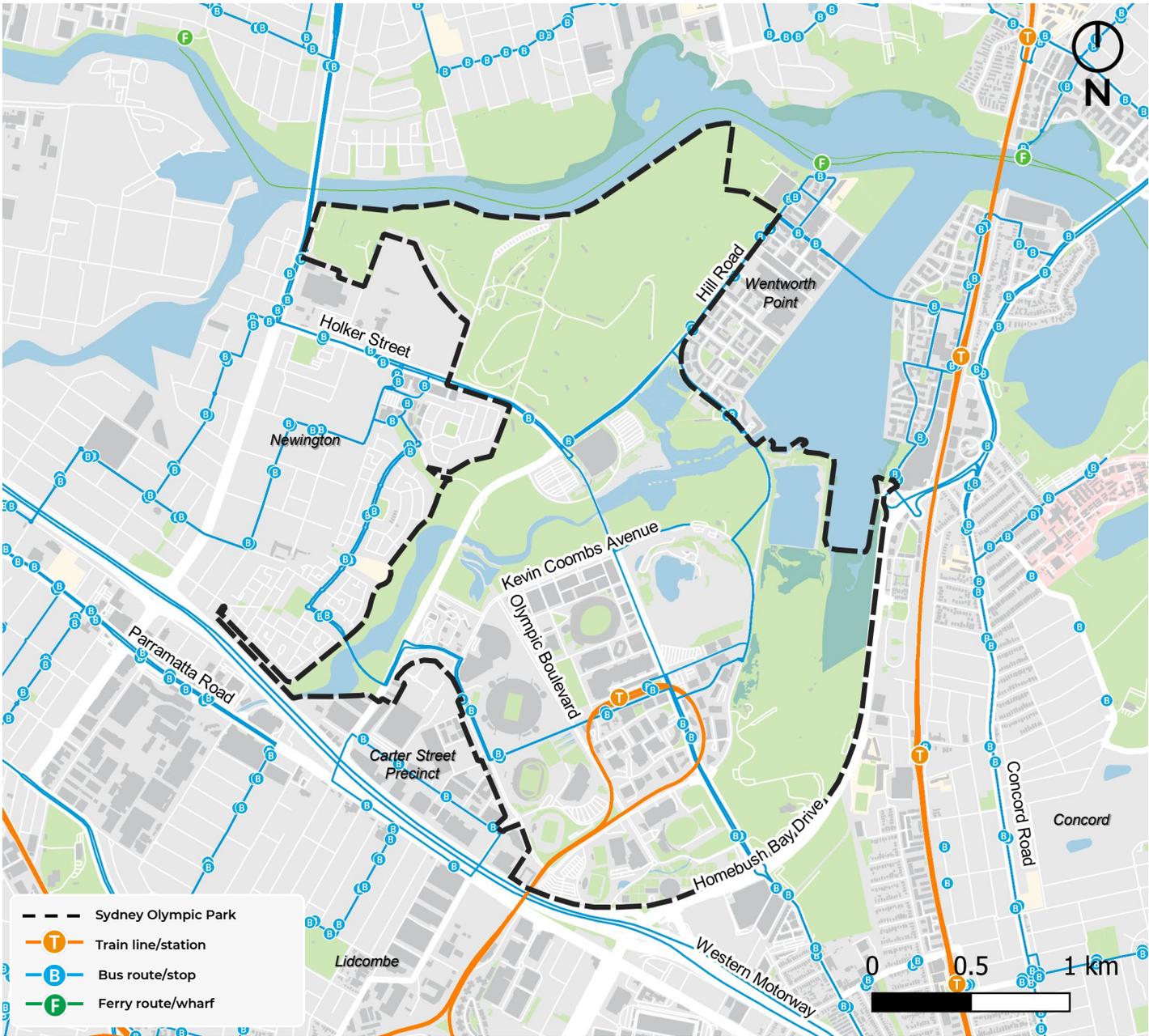


Figure 3.6: Existing public transport network

# 3.2 EXISTING PUBLIC TRANSPORT NETWORK

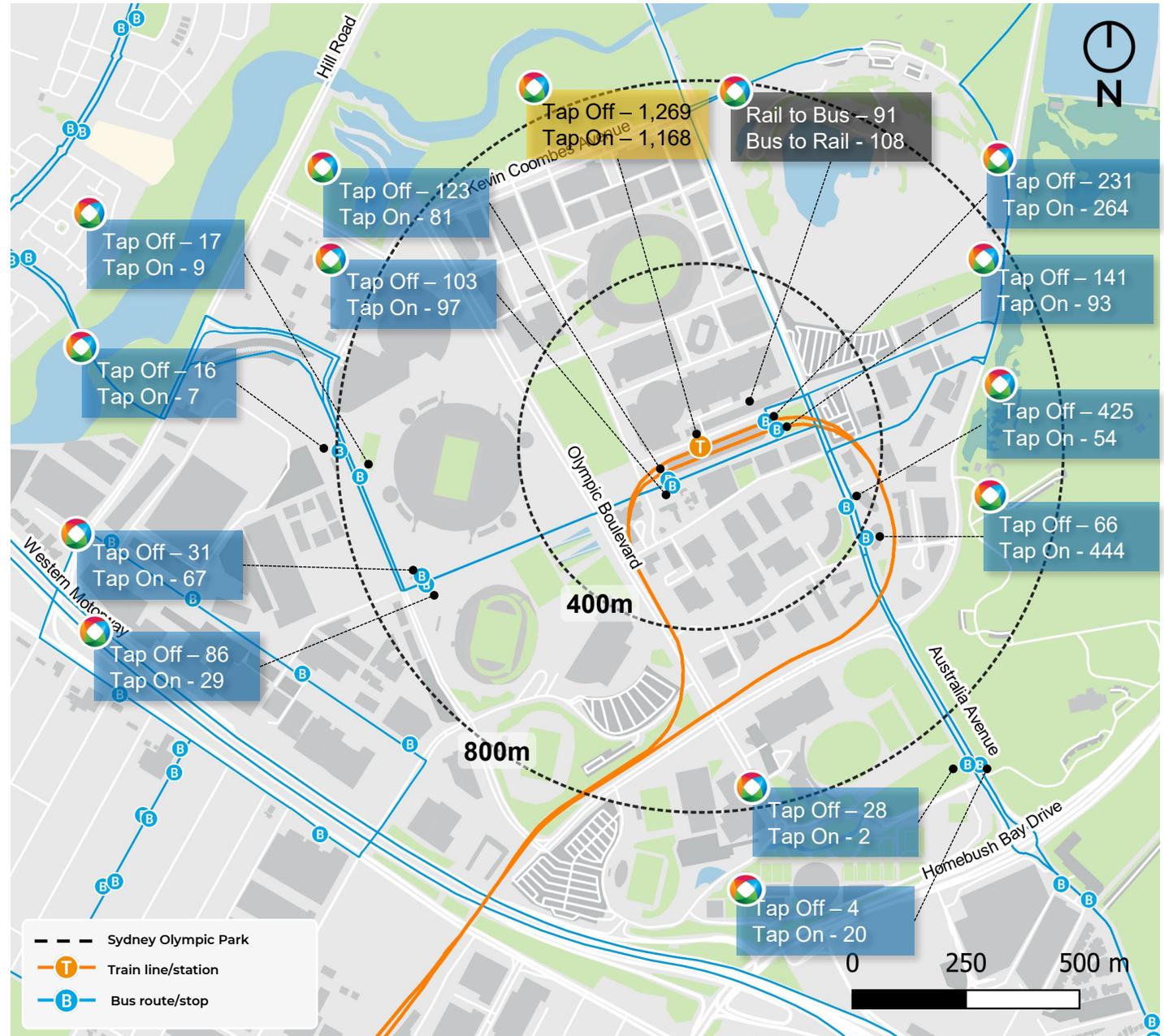
Figure 3.8 depicts the 2019 public transport patronage within Sydney Olympic Park's Urban Area. Approximately 2,400 people currently travel through Olympic Park Station per day. Of these, approximately 200 interchange with connecting bus services.

The busiest bus stops in Sydney Olympic Park are located within the urban centre and are located on Australia Avenue, Park Street and Dawn Fraser Avenue.

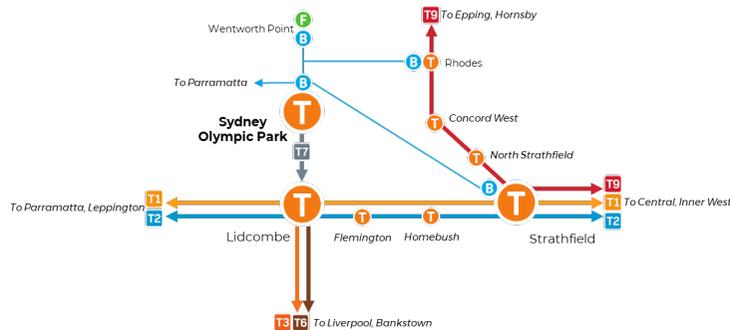
As demonstrated in Figure 3.7, Sydney Olympic Park has direct public transport accessibility to Lidcombe Station, Wentworth Point, Parramatta, Rhodes and Strathfield. These direct connections are further represented in the public transport accessibility catchment in Figure 3.9 (on the following page).

The 30-minute city concept aims to connect people living in metropolitan cities to as many strategic centres as possible in addition to their nearest centre. This increases liveability by providing people greater flexibility in where they choose to work, live and visit.

Figure 3.9 depicts the 30, 45 and 50-minute public transport accessibility of Sydney Olympic Park. Figure 3.9 demonstrates that the existing 30-minute public transport accessibility is limited. Planned significant investment in public transport network will help improve 30-minute accessibility and the Greater Sydney's 30-minute city vision.



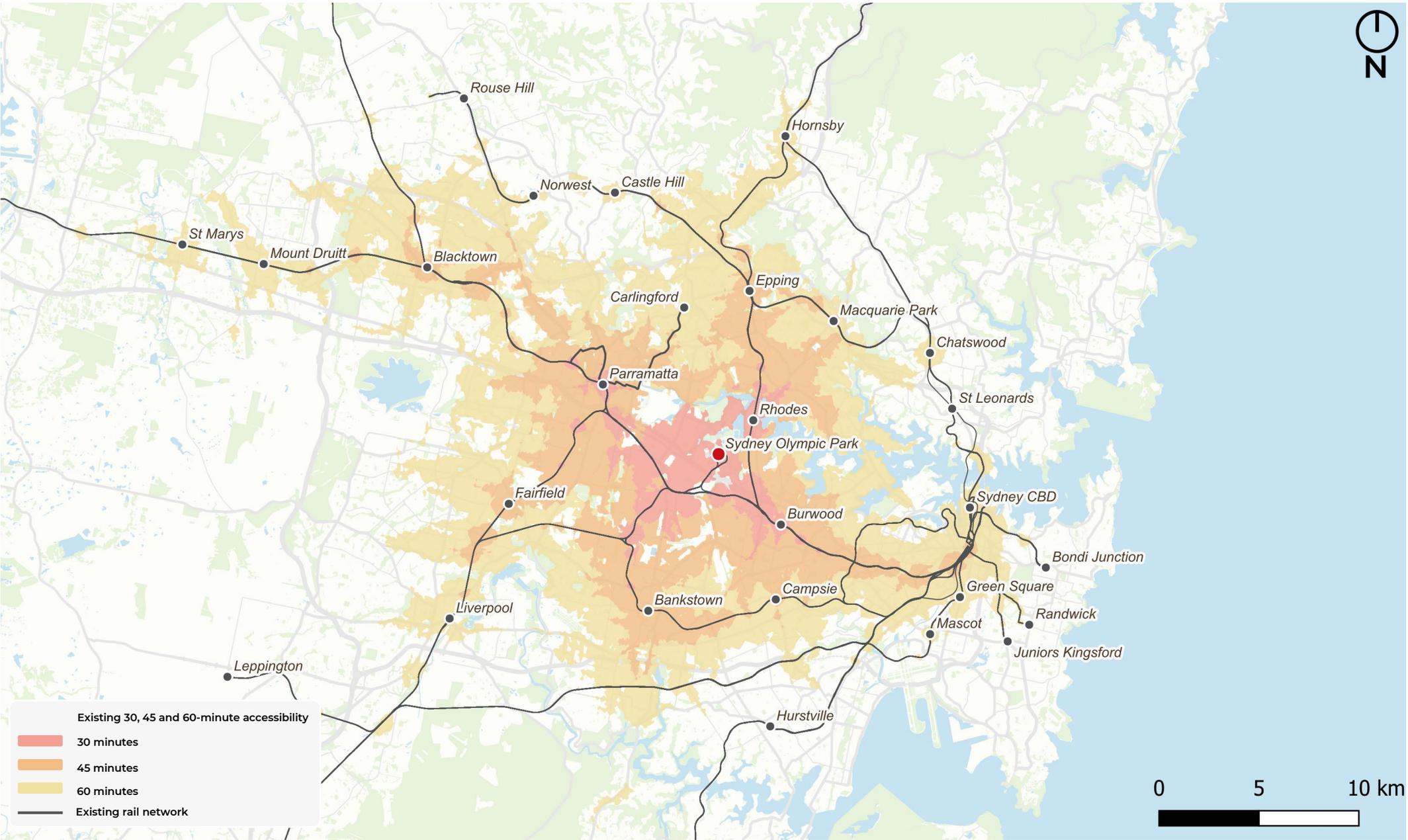
**Figure 3.8:** Current Public Transport passengers (rail and bus) (Transport for NSW, March 2019)



**Figure 3.7** Existing public transport network connections

# 3.2 EXISTING PUBLIC TRANSPORT NETWORK

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**Figure 3.9:** Sydney Olympic Park accessibility – existing public transport network

# 3.3 EXISTING TRAFFIC PERFORMANCE

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Traffic performance of Sydney Olympic Park’s local road network is heavily influenced by the surrounding adjacent developments such as Wentworth Point, Newington and Carter Street precinct as well as development generated by Sydney Olympic Park. Figure 3.10 outlines the traffic performance of key intersections on the local Sydney Olympic Park road network as well as at external gateway locations sourced from various studies.

As part of the Transport for NSW intersection upgrade investigation carried out in 2022, the gateway intersection of Homebush Bay Drive and Australia Avenue was found to currently operate at Level of Service (LoS) F during AM, PM and weekend peaks and during special events at Sydney Olympic Park.

In 2021, Stantec (previously GTA) completed a Traffic Impact Assessment to study the impacts of the proposed Hill Road upgrade scheme for TfNSW. This study identified network constraints at several external intersections to Sydney Olympic Park where intersections operate at LoS E or F during peak hours including:

- Hill Road at Carter Street
- Hill Road at Parramatta Road
- Parramatta Road at Birnie Avenue.

In mid 2019 and early 2020 (pre-Covid), extensive traffic surveys and performance assessment was undertaken as part of a review of the Sydney Olympic Park Event Transport Management Plan. During non-event PM weekday commuter peak, most intersections operate at LoS A or B with the exceptions of Australia Avenue / Herb Elliott Avenue, Australia Avenue / Sarah Durack, Edwin Flack Avenue and Dawn Fraser Avenue and Edwin Flack Avenue and Pondage Link which operate at LoS C or D. When events coincide with the PM peak (event arrival) poor levels of service are experienced at Australia Avenue / Sarah Durack, and Edwin Flack Avenue and Pondage Link which operate at LoS E or F.

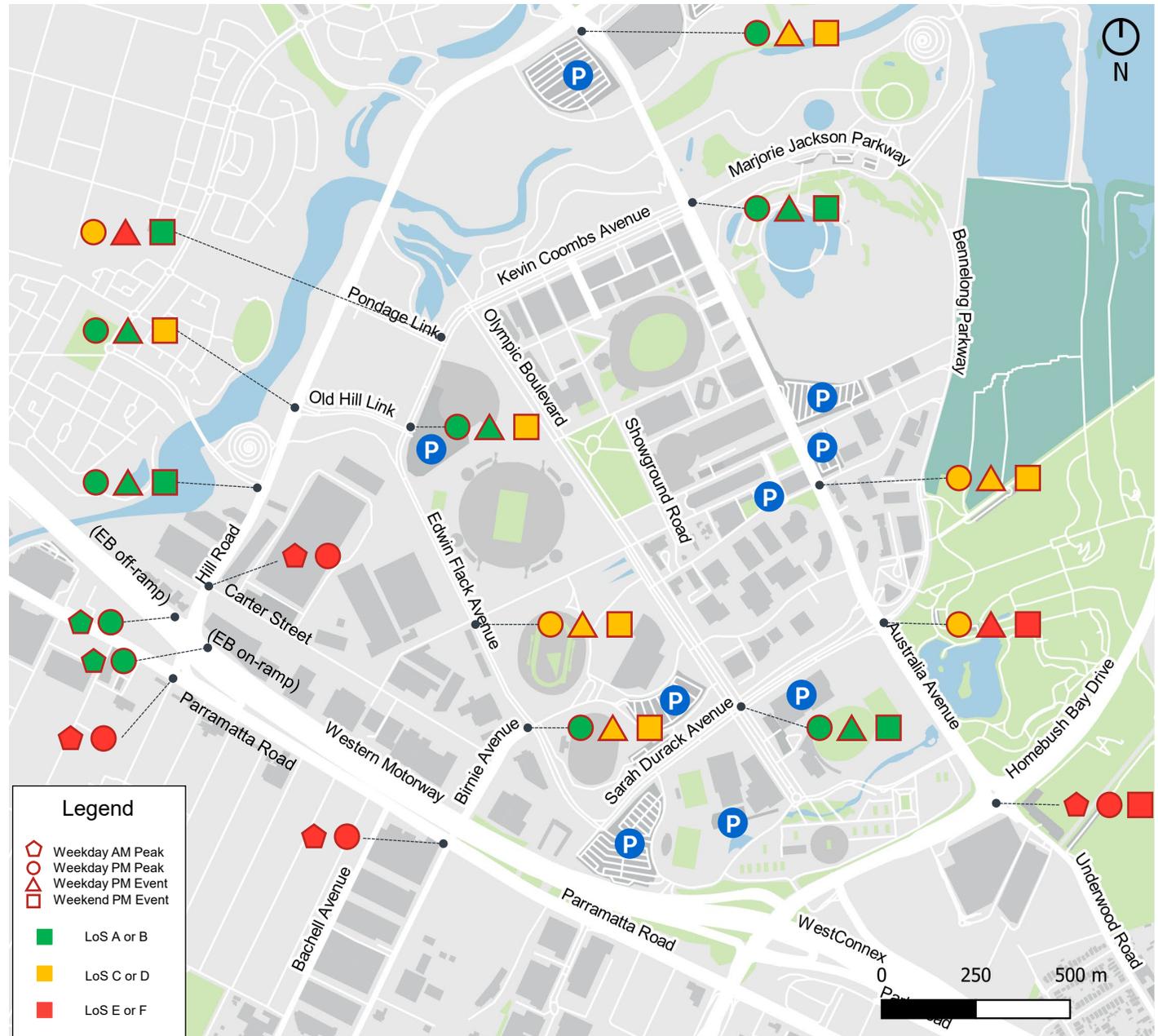


Figure 3.10: Existing traffic performance (source: WSP 2020, Stantec 2021, TfNSW 2022)

# 3.3 EXISTING TRAFFIC PERFORMANCE

Around 47,600 vehicles travel through the Silverwater Road and Holker Street intersection at Silverwater, resulting in congestion, slow travel times and delays particularly during the weekday AM and PM peak periods

Currently, there is a high left turn demand from Silverwater Road to Holker Street, in excess of the current left turn bay, resulting in long queues which often extend north of the Silverwater Road and Clyde Street intersection. The right turn movement from Holker Street to Silverwater Road also experiences congestion during both AM and PM peak periods. Congestion on Holker Street often results in queuing extending back to the Holker Street intersection with Newington Road.

Frequent lane changes by motorists on approach to, and at Silverwater Road and Holker Street intersection, also contribute to the current congestion at the intersection.

In 2019, Traffix conducted a Traffic Impact Assessment to accompany a State Significant Development (SSD) Application for the proposed Cricket NSW Centre for Excellence at Wilson Park in Sydney Olympic Park.

The key intersections in the vicinity of the development site within Parklands were analysed including:

- Silverwater Road at Clyde Street
- Holker Street and Newington Road.

The intersection of Silverwater Road and Clyde Street was found to perform well during the weekday AM and weekend peak period, achieving a LoS B. During the weekday PM peak period, the intersection was found to perform at LoS E. This is attributed to the high through movements on Silverwater Road.

The intersection of Holker Street and Newington Road was found to perform at LoS A during the weekday AM, PM and weekend peak periods, despite the queuing being often observed along Holker Street during peak hours.

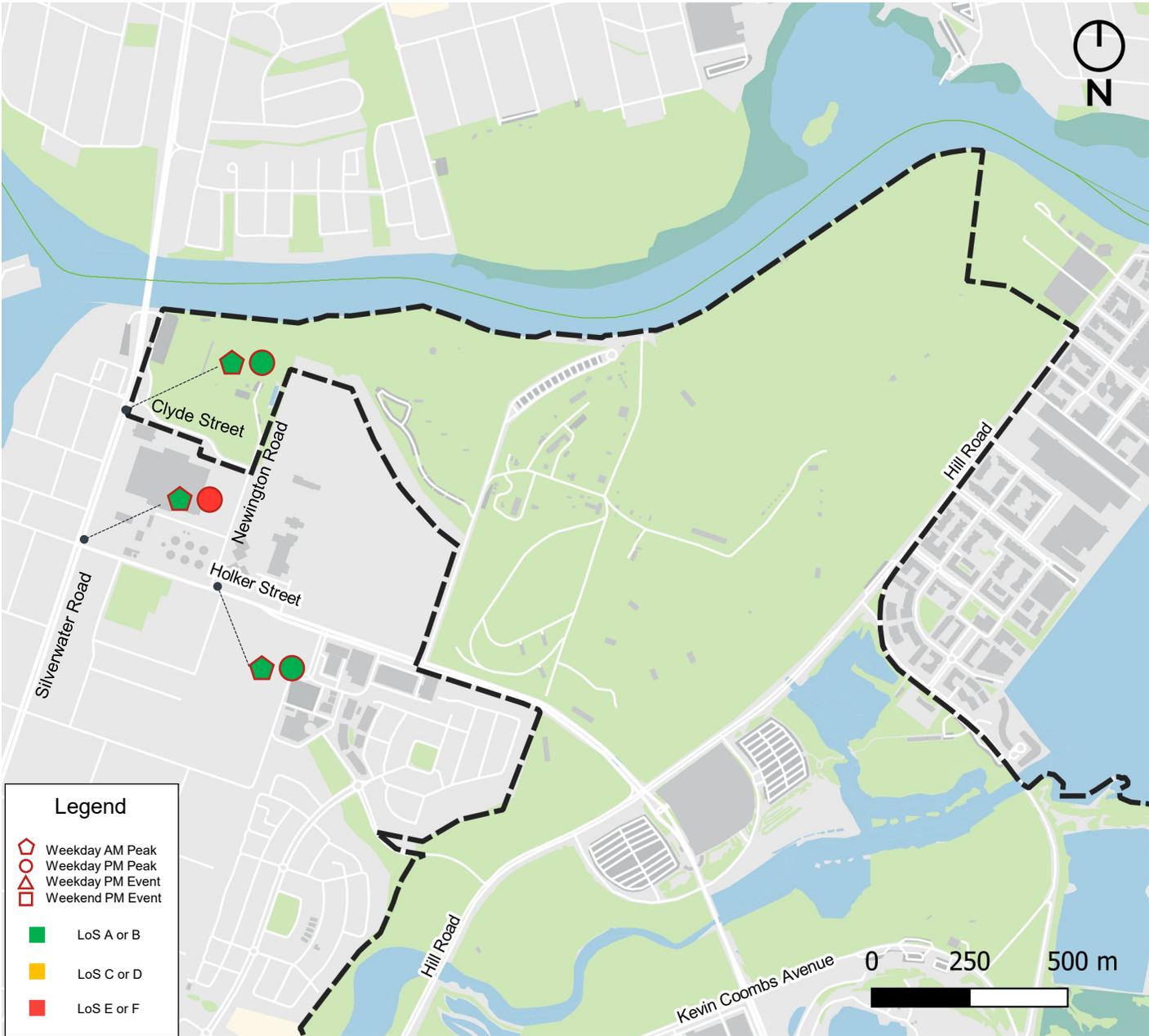


Figure 3.11: Existing traffic performance (source: Traffix 2019)

# 3.4 EXISTING EVENT TRAFFIC PERFORMANCE

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For the weekend PM peak period (event arrival), only the Australia Avenue / Sarah Durack Avenue / Bennelong Parkway intersection operates at LoS E or F.

Figure 3.12 outlines the traffic performance of key intersections on the local Sydney Olympic Park road network during event departures. For both events, this time period was typically around 10:00pm when background local traffic is low.

During the weekday event departure, all intersections operate satisfactorily with the exceptions of Australia Avenue / Herb Elliott Avenue, Australia Avenue / Sarah Durack Avenue / Bennelong Parkway which operate at LoS E or F. This is directly related to the amount of event parking provided in car parks P6A, P6D and P8. A significant amount of informal drop-off and shared mobility services.

On the weekend event egress, the only poor performing intersection was Hill Road and Old Hill Link which distributes traffic to the Southwest and Northwest of Sydney via the M4 Motorway, Parramatta Road and Silverwater Road.

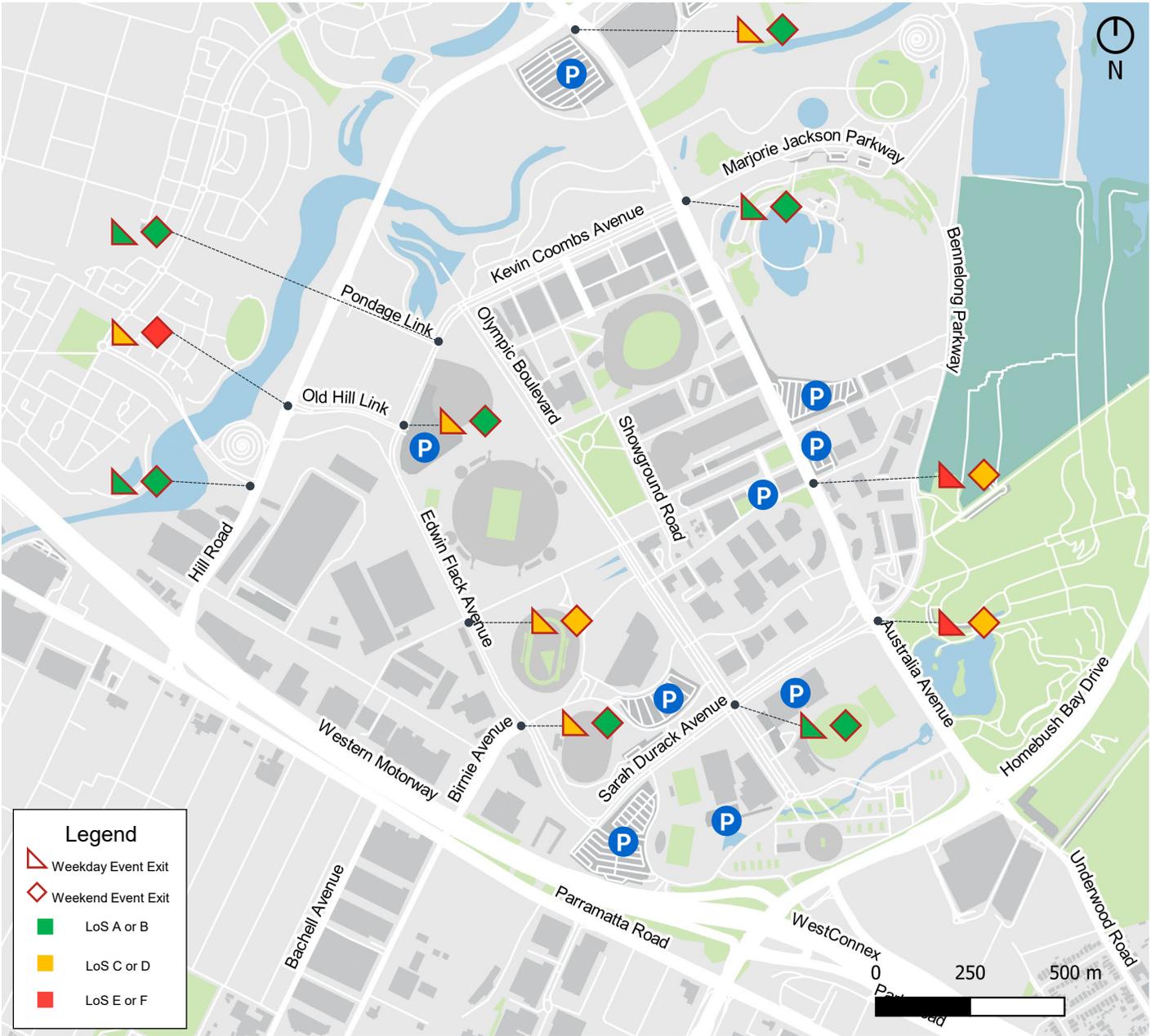


Figure 3.12: Existing event departure traffic performance (source: WSP 2020)

# 3.5 EXISTING PUBLIC PARKING

## ON-STREET PARKING

There are a total of 199 existing on-street parking spaces located within the Urban Area (Figure 3.13). The majority of these are adjacent to Olympic Park Station. There is only limited parking on Figtree Drive.

- Dawn Fraser Avenue / Murray Rose Avenue (90 spaces)
  - 1/2 P spaces (90)
- Herb Elliott Avenue (65 spaces)
  - 2min spaces (6)
  - ¼P spaces (10)
  - ½P spaces (11)
  - 1P spaces (26)
  - Taxi (9)
  - Accessible (3)
- Figtree Drive (32 spaces)
  - 2P spaces (32)
- Showground Road (13 spaces)
  - 1P spaces (6)
  - ½P spaces (5)
  - Accessible (2)

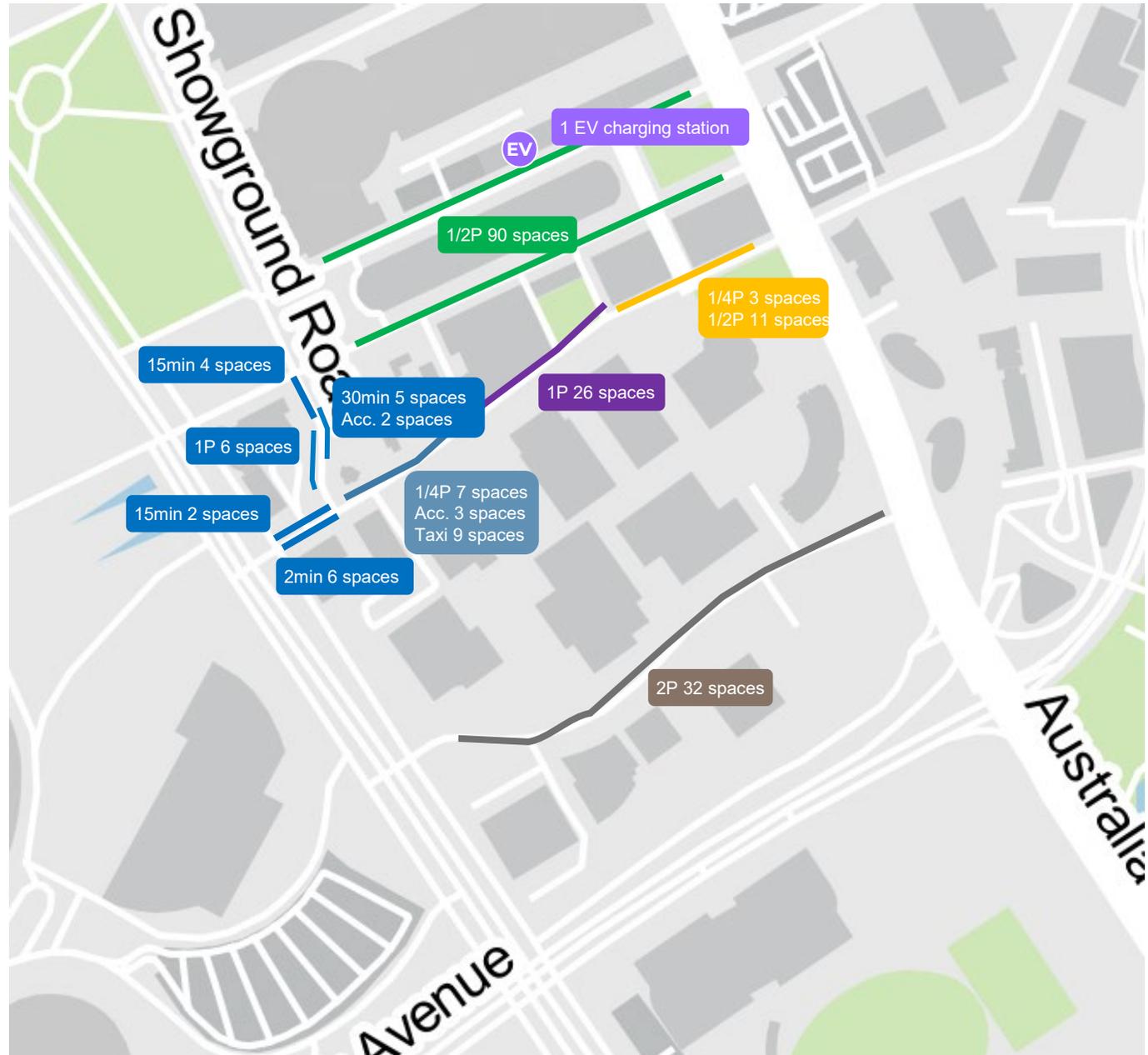


Figure 3.13: Current on-street parking within the urban centre

# 3.5 EXISTING PUBLIC PARKING

## ON-STREET PARKING

Several off-street car parks (as indicated in Figure 3.14) are spread out across the Urban Area. The existing parking provision supports private vehicle access to the urban centre also serving nearby sports venues, facilities and Parklands. The total parking provision exceeds 7,000 spaces.

- P1 – 3,320 spaces
- P2 – 570 spaces (469 + 101)
- P3 – 1,490 spaces
- P4 – 980 spaces
- P6 – 790 spaces (604 + 186)
- P7 – 215 spaces
- P8 – 210 spaces
- Bicentennial Park – 546 spaces across seven locations and on-street

## ELECTRIC VEHICLE CHARGING

With the support of a key business tenant at Sydney Olympic Park (NRMA), an on-street electric vehicle charging station has been established in Murray Rose Avenue within the urban centre.

There are two 11kW Tesla EV chargers within the Pullman Hotel in Sydney Olympic Park.



Figure 3.14: Current off-street parking within the Sydney Olympic Park Urban Area and Parklands (Bicentennial Park)

# 3.5 EXISTING PUBLIC PARKING

## OFF-STREET PARKING

P5 car park (Pods A & C) offer 1,675 spaces which are within walking distance to all venues in the Parklands.

In addition, there are four parking areas within the Parklands:

- Woo-la-ra Park – 24 spaces
- Archery – 82 spaces
- Blaxland Riverside Park Car Park near Armory – 155 spaces
- Blaxland Riverside Park Car Park – 310 spaces.
- Armory – 65 existing and 89 planned spaces.
- Wentworth Common – 138 spaces across four locations

There are also currently around 60 off-street spaces located within the Newington Armory to support the Lodge (38 spaces) and along the western perimeter of the Armory adjacent to Jamieson Street.

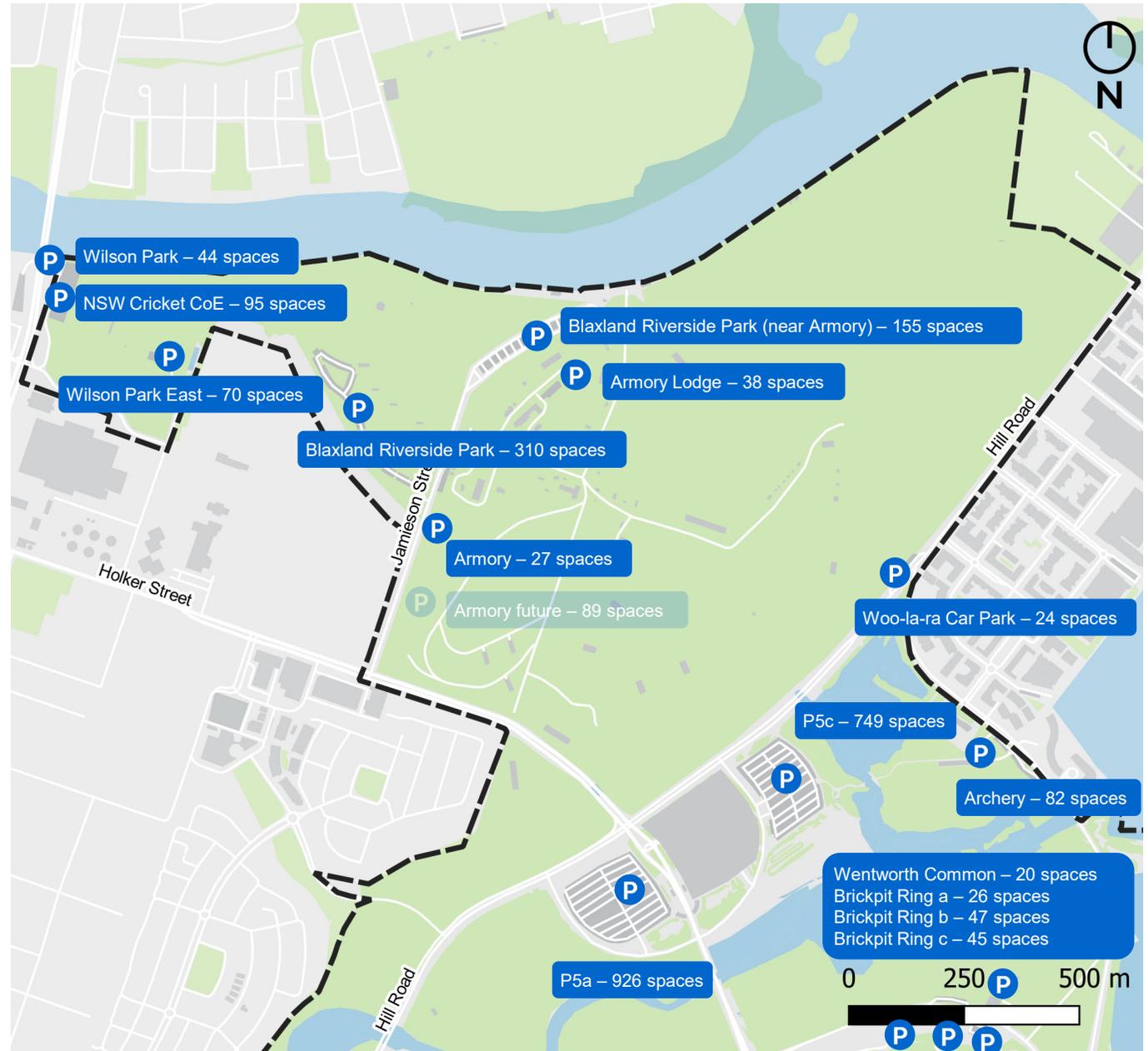
The parking at Woo-la-ra would need to be removed in the future with the introduction of light rail as it sits within the proposed alignment.

Off-street parking has also recently been removed within Wilson Park to facilitate the establishment of the NSW Cricket Centre of Excellence (CoE) which has 95 dedicated spaces. An additional 44 spaces (including 22 trailer parking spaces) are provided in Wilson Park adjacent to the CoE. A further 70 spaces have been established to the east of the COE adjacent to the prison.

## ON-STREET PARKING

There are 94 parking spaces along Hill Road (count undertaken in 2018), located on the south side of Hill Road near the Parramatta River managed by City of Parramatta.

Except for Bicentennial Park, the local road network within the Parklands prioritises access for various road users and therefore on-street parking is generally not provided.



**Figure 3.15:** Current off-street parking within Sydney Olympic Park Parklands (Riverfront Park and Haslams Park)

# 3.5 EXISTING PUBLIC PARKING

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Table 3.1 summarises the existing public parking in Sydney Olympic Park including both on-street and off-street parking across Urban Area and Parklands.

The total parking spaces tally close to 11,000 spaces. On-street parking accounts for less than three percent of the overall parking inventory.

## OFF-STREET EVENT PARKING UTILISATION

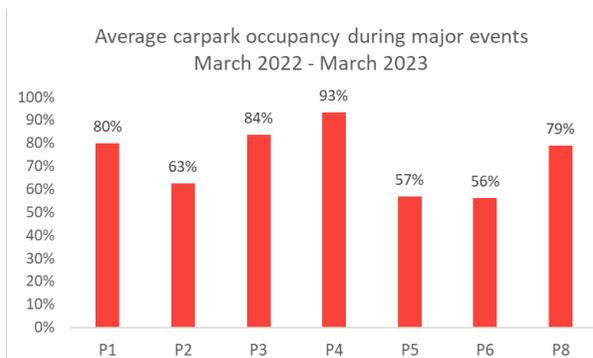
The significant parking provision supports parking needs of Sydney Olympic Park during events. Off-street parking utilisation data has been analysed for large events between March 2022 and March 2023.

On average, P4, P3 and P1 were over 80% utilised during major events. This includes an average 93% utilisation in P4 which is in the southern end of Olympic Boulevard.

P5 and P6 experienced an average utilisation of 57% and 56% respectively.

Pay and display parking had almost consistent use throughout all major events over the year.

The utilisation of off-street parking has been considered when planning for the future public parking provision to achieve a car-lite community.



Source: SOPA (2023)

**Figure 3.16:** Off-street event parking utilisation

**Table 3.1:** Public parking inventory

Location	Number of spaces	Location	Number of spaces	Total
<b>Urban Area</b>				
<i>Off-street</i>		<i>On-street</i>		
P1	3,320	Dawn Fraser Avenue / Murray Rose Avenue	90	
P2	570	Herb Elliott Avenue	65	
P3	1,490	Figtree Drive	32	
P4	980	Showground Road	13	
P6	790			
P7	215			
P8	210			
Sub-total	7,575	Sub-total	200	<b>7,775</b>
<b>Parklands</b>				
<i>Off-street</i>		<i>On-street</i>		
P5	1,675			
Woo-la-ra Park	24			
Archery	82			
Blaxland Riverside Park	465			
Bicentennial Park	382	Bicentennial Park	164	
Wentworth Common	138			
Armory	65			
Wilson Park / Cricket NSW	209			
Sub-total	3,040	Sub-total	164	<b>3,204</b>
<b>Total</b>				<b>10,979</b>

## 3.6 EXISTING PARKING RATES

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Sydney Olympic Park adopts maximum parking controls for developments in order to discourage car use within the suburb. Developments are required to provide car parking for non-residential uses at the rates in Table 3.2 Maximum Vehicle Parking Rates – Non-Residential. Reduced parking rates have been adopted as interim parking controls (before the Master Plan 2050 takes effective) following the Metro Review in 2021 which bring the parking rates closer aligned to other Sydney’s strategic centres such as Chatswood with similar level of public transport services or Parramatta Road Urban Transformation Strategy.

**Table 3.2:** Maximum vehicle parking rates – non-residential uses

Land use	Sydney Olympic Park Master Plan 2030 (Interim Metro Review) parking rates (Maximum)	Comments
Office and commercial	1 space/110 m <sup>2</sup>	In line with Willoughby City Council (Chatswood)
Restaurants	1 space/70 m <sup>2</sup>	Parramatta Road Urban Transformation (Homebush Precinct)
Club	1 space/70 m <sup>2</sup> 1 space/2 staff	In line with restaurants
Hotels, serviced apartments and boarding houses	1 space/accommodation 1 space/2 staff	No change – In line with Willoughby City Council (Chatswood)
Education		
Schools (Non-government)	1 space/2 staff	No change
Tertiary	1 space/2 staff	No change
Childcare	1 spaces/4 children and suitable drop-off 1 space/2 staff	No Change
Retail		
Supermarkets	4 spaces/100 m <sup>2</sup>	No Change
Local Retail	1 space/70 m <sup>2</sup>	Parramatta Road Urban Transformation (Homebush Precinct)
Themed Retail	1 space/70 m <sup>2</sup>	Parramatta Road Urban Transformation (Homebush Precinct)

^ Due to the sensitive natural, and heritage features of the Parklands and the high demands for parking from the public due to its regional and local function that restricts the ability to introduce new parking, parking rates for land uses located within the Parklands are not subjected to Minimum or Maximum rates of provision. Applications will need to consider the local context and adjacent available parking and be negotiated with SOPA using the rates listed in Table 3.2 as a starting point.

## 3.6 EXISTING PARKING RATES

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Table 3.3 outlines the maximum parking control for residential uses. Like the non-residential uses, reduced parking rates have also been adopted as interim parking controls following the Sydney Olympic Park Master Plan 2030 (Interim Metro Review) in 2021 to bring the requirements closer aligned with adjacent development areas in the Carter Street precinct or areas defined by the Parramatta Road Urban Transformation strategy.

**Table 3.3:** Maximum vehicle parking rates – residential uses

Land use	Sydney Olympic Park Master Plan 2030 (Interim Metro Review) parking rates (Maximum)	Comments
Residential		
Studio	0 space/dwelling	Carter Street Precinct Development Framework 2020 (Alternative rates*)
1 bedroom	0.6 space/dwelling	Carter Street Precinct Development Framework 2020 (Alternative rates)
2 bedrooms	0.9 space/dwelling	Carter Street Precinct Development Framework 2020 (Alternative rates) Parramatta Road Urban Transformation (Homebush Precinct)
3 bedrooms	1.2 spaces/dwelling	Parramatta Road Urban Transformation (Homebush Precinct)
4 bedrooms	1.4 spaces/dwelling	Carter Street Precinct Development Framework 2020 (Alternative rates)
Visitors	0.2 space/dwelling	Carter Street Precinct Development Framework 2020 (Alternative rates)

\*Alternative rates refer to the Alternative Parking Rate Application Area defined in the Carter Street Precinct Development Framework 2020. Alternative rates have been specified to be applied on or after 1 July 2030 or the commencement of SMW (whichever is earlier).

# 3.7 EXISTING TRAVEL BEHAVIOUR

## JOURNEYS FROM SYDNEY OLYMPIC PARK FOR WORK (2016 CENSUS)

Most residents commuting from Sydney Olympic Park currently head east primarily to the Sydney CBD or internally within the Homebush Bay – Silverwater LGA.

Overall, walking trips account for approximately 5% of journeys to work from Sydney Olympic Park. This is roughly in line with the Sydney and NSW average indicating that there is some sufficiency in terms of homes and jobs.

Train travel is higher than the Sydney average accounting for approximately 30% of trips. This can be attributed to the small sample size and diverse travel behaviours across Sydney. There is an opportunity for the proportion of journeys by train to be higher if the need to transfer from T7 services to mainline T1/T2 services at Lidcombe was no longer required.

Bus travel is low accounting for approximately 3% of all trips which is lower than the Sydney average. Sydney Olympic Park is not located on a rapid bus corridor.

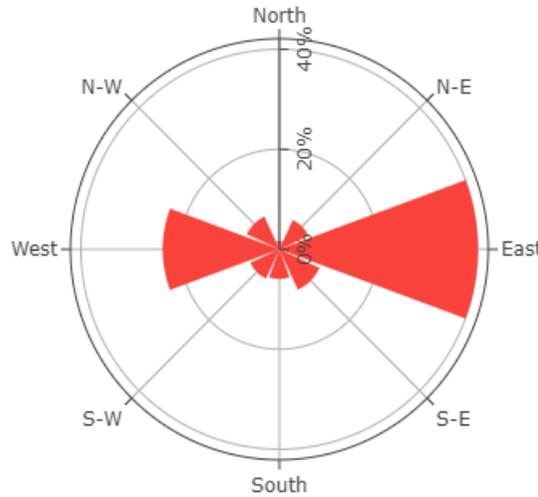
Overall, car travel is the dominant mode with driver and passenger trips accounting for around 55% of trips. This is typical existing travel behaviour for Western Sydney.

## 2021 CENSUS – JOURNEY TO WORK

Australia's latest census was undertaken in August 2021 during the COVID-19 pandemic and lock down travel restrictions in Greater Sydney. Due to the COVID-19 pandemic and associated impacts on the way people move around and where they worked from, the 2021 Journey to Work data collected through the 2021 census is significantly impacted.

Due to the above and the minimal population growth Sydney Olympic Park has experienced in the 5-year period, this Strategy draws on the findings of the 2016 census. As the level of public transport service provision has remained relatively unchanged, this is a valid approach. These results should be updated following the next census in 2026.

JTW 2016 Trip Distribution from SOP



SOP JTW16 Top 10 Destinations



Sydney Olympic Park 2016 JTW Mode Share

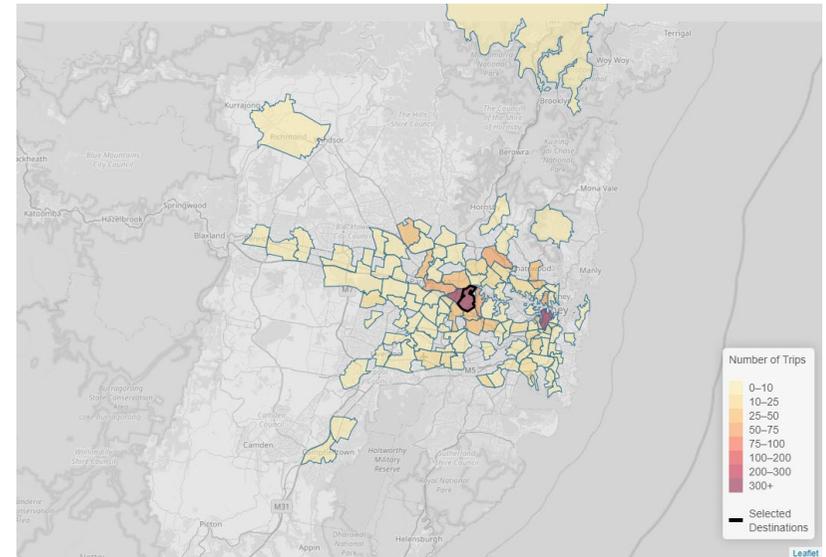
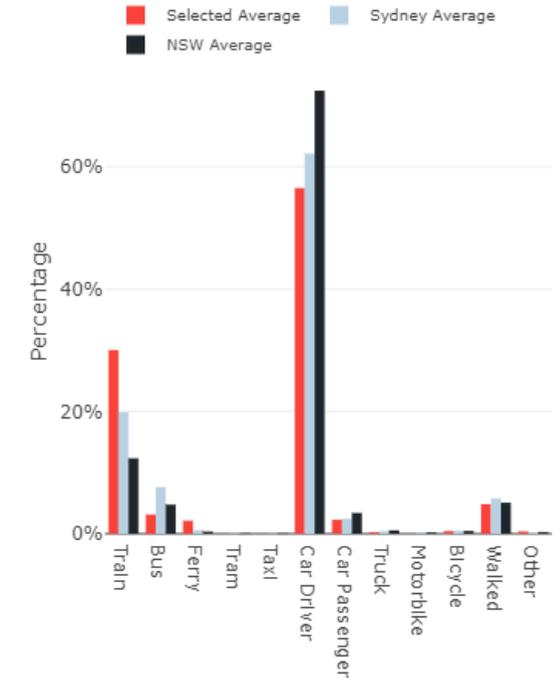


Figure 3.17: Journey to work data from Sydney Olympic Park to work

# 3.7 EXISTING TRAVEL BEHAVIOUR

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## JOURNEYS TO SYDNEY OLYMPIC PARK FOR WORK (2016 CENSUS)

The majority of those working at Sydney Olympic Park come internally from the Homebush Bay – Silverwater LGA. There is also an agglomeration of origins in the northwest and west. Only a small number of people access Sydney Olympic Park for work via walking. This is significantly lower than the Sydney and NSW average.

Travel by all modes of public transport are less than the Sydney and NSW averages. This includes journeys to Sydney Olympic Park for work by train accounting for approximately 8% and less than 3% for bus.

More than 80% travel to work by car or as a passenger. This is significantly higher than both the Sydney and NSW averages.

## COVID TRAVEL BEHAVIOUR CHANGE (2023 UPDATE)

Transport for NSW issued a Technical Note on assessing the impacts of COVID-19 for business cases relating to Transport in June 2021 and this was subsequently updated in April 2023 for the purposes of alignment to TfNSW modelling of COVID-19 impacts in the medium and long term with release of Strategic Travel Model 3.9 and updated NSW Common Planning Assumptions (CPA).

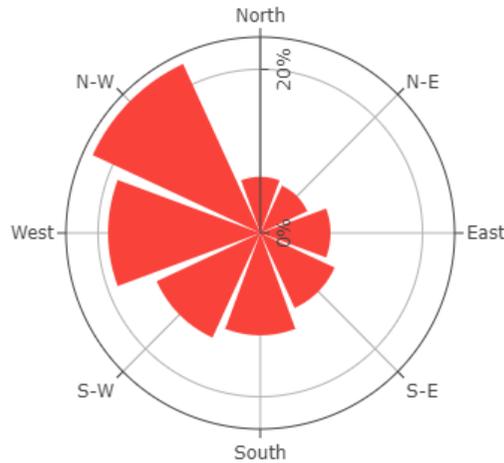
The key considerations included Impacts of lower population growth, increased working from home, mode shifts between road and public transport together with other impacts.

The key considerations relevant to this strategy are:

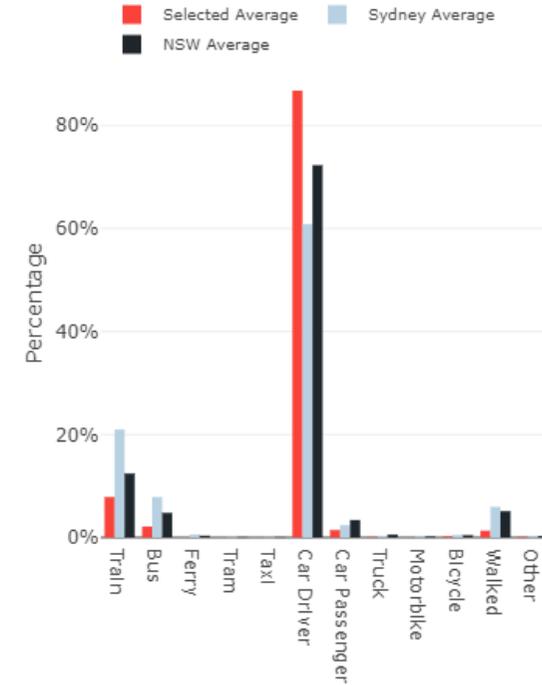
- 41% of people could work from home in 2026 increasing to 49.5% in 2036
- The proportion of days worked from home is 2 days per week
- The proportion of trips for commuting in Greater Sydney remains at 17.4% of trips
- Trip reduction as a result of working from home is 2.85% in 2026 and 3.45% in 2036.

It is expected that by the time of opening of SMW and the proposed PLR2 that the covid related declines in public transport usage would have abated and the attraction of these new modes will be strong.

SOP JTW16 Trip Distribution to SOP



Sydney Olympic Park 2016 JTW Mode Share - TO SOP



SOP JTW16 Top 10 Origins

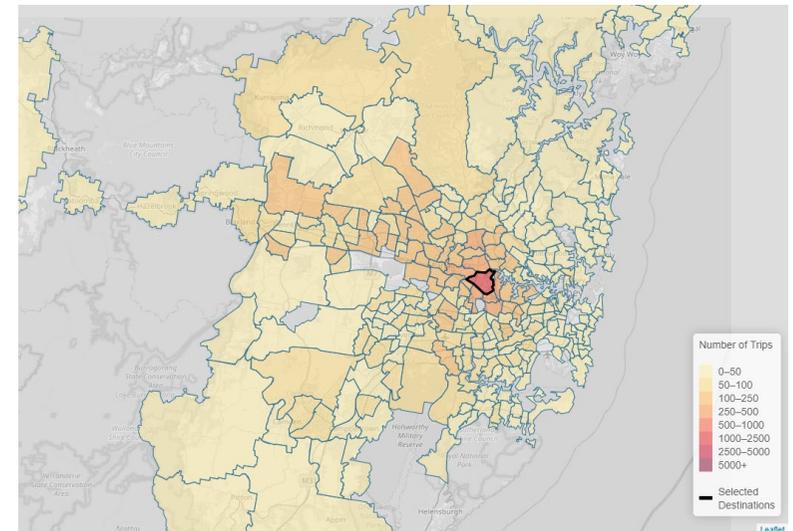
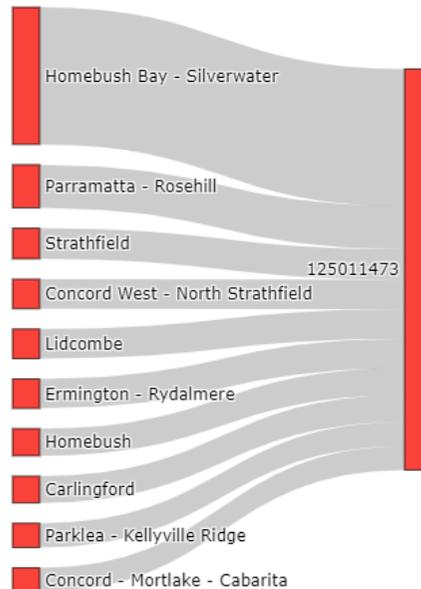


Figure 3.18: Journey to work data to Sydney Olympic Park for work

## 3.7 EXISTING TRAVEL BEHAVIOUR

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To understand the travel behaviour for different trip purposes beside commuter trips, an analysis of SA3 zones from the 2022/23 Household Travel Survey has been undertaken. Sydney Olympic Park is located within the Auburn SA3 zone.

Several centres have been selected for comparison which represent the areas adjacent to Sydney Olympic Park (Strathfield / Burwood) and those which are considered more like the future character of Sydney Olympic Park (Chatswood and Ryde). The travel analysis by SA3 is summarised in Table 3.4.

The key trip purposes for Auburn SA3 residents include:

- Social/Recreation (28%)
- Serve passenger (17.3%)
- Personal business (14.2%)
- Commute (14%)
- Shopping (11.5%)
- Education/childcare (6%)
- Other (5%)
- Work-related business (4%)

The Auburn SA3 has the lowest non-car mode share of 54.9% when compared with the other centres, with walk only and public transport + walk linked being the dominant sustainable transport modes. However, the share of non-car journeys has increased since 2018/19 where the non-car mode share was 38%.

Public transport accounted for over 25% of journeys (including walk linked journeys), again the lowest of all comparator SA3s, and significantly under the 55% target set for 2050.

Cycling and micromobility journeys are classified as 'other' and account for 2.2% of journeys. While this remains below the 8% target for 2050, Auburn SA3 has a slightly higher mode share compared to the other centres.

Journeys by public transport (21 minutes) take nearly the same time as those by private vehicle (21 minutes for drivers, 19 for passengers), however this does not mean the travel experience is equivalent.

When considering total distance travelled (1,795,000 km for private vehicle and 232,000 km for buses), travel time and accessibility advantages of private vehicles are highlighted. These factors indicate the importance of time competitive

public transport journeys which enable access to key destinations. Additionally, they encourage a shift towards public and active transport (in line with 2050 mode share targets), improvements are needed to bring services and jobs closer to where people live and improve sustainable transport networks.

**Table 3.4:** Travel mode and trips (2022/23) Household Travel Survey (SA3s)

Transport Mode	Auburn (including Sydney Olympic Park)	Strathfield / Burwood	Chatswood / Lane Cove	Ryde / Hunters Hill
Walk only	16.1% / 47,000	17.2% / 144,000	16.6% / 98,000	14.6% / 95,000
Walk linked	10.9% / 32,000	16.7% / 139,000	14.8% / 87,000	16.6% / 108,000
Other	2.2% / 7,000	1.7% / 15,000	1.3% / 7,000	1.8% / 12,000
Public transport	7.4% / 21,000	11.2% / 93,000	9.5% / 56,000	9.6% / 62,000
Public transport + walk linked	18.3% / 53,000	27.9% / 232,000	24.3% / 143,000	26.2% / 170,000
Vehicle passenger	15.5% / 45,000	17.2% / 143,000	20.6% / 121,000	15.4% / 100,000
Vehicle driver	47.9% / 139,000	36.0% / 300,000	37.2% / 218,000	41.9% / 271,000
Non-car mode share	54.9% / 160,000	74.7% / 623,000	66.5% / 391,000	68.8% / 447,000

# 3.8 EXISTING FREIGHT NETWORK

Road network access for heavy vehicles differs between those vehicles approved under the Performance-Based Standards (PBS) scheme and non-PBS vehicles.

The core existing freight network for non-PBS vehicles is depicted in Figure 3.19. This demonstrates routes which are pre-approved for vehicles up to 25/26m (B-double routes). They provide access between adjacent suburbs and the wider freight network, more specifically:

- To the west, Holker Street connects the wider B-double routes at Silverwater Road.
- To the south, Hill Road connects the wider B-double routes at Parramatta Road and M4 Motorway.
- Hill Road serves the nearby Wentworth Point suburb. Some through freight traffic generated from Wentworth Point currently travels through Sydney Olympic Park.
- Homebush Bay Drive along the southern boundary is also a designated B-double route.

PBS Level 1 vehicles (vehicles less than 20km in length) are permitted throughout Sydney Olympic Park. PBS Level 2A vehicles (not exceeding 26m) are permitted on similar parts of the network as shown in Figure 3.19, with the addition of some internal road networks such as Olympic Boulevard, Kevin Coombs, Australian Avenue, Bennelong Parkway and Showgrounds Road (to name a few). PBS 2B vehicles (not exceeding 30m) are only permitted on networks outside of Sydney Olympic Park including Homebush Bay Drive and Silverwater Road.

The delivery of goods and services within the Sydney Olympic Park are delivered by conventional petrol and/or diesel vehicles. Currently vehicles utilise the existing internal road network for the whole freight delivery journey.

TfNSW's Zero-Emission Heavy Vehicle Access Trial permits increased mass limits for vehicles with zero-emission technology. This trial includes roads located on the periphery of Sydney Olympic Park such as Homebush Bay Drive.

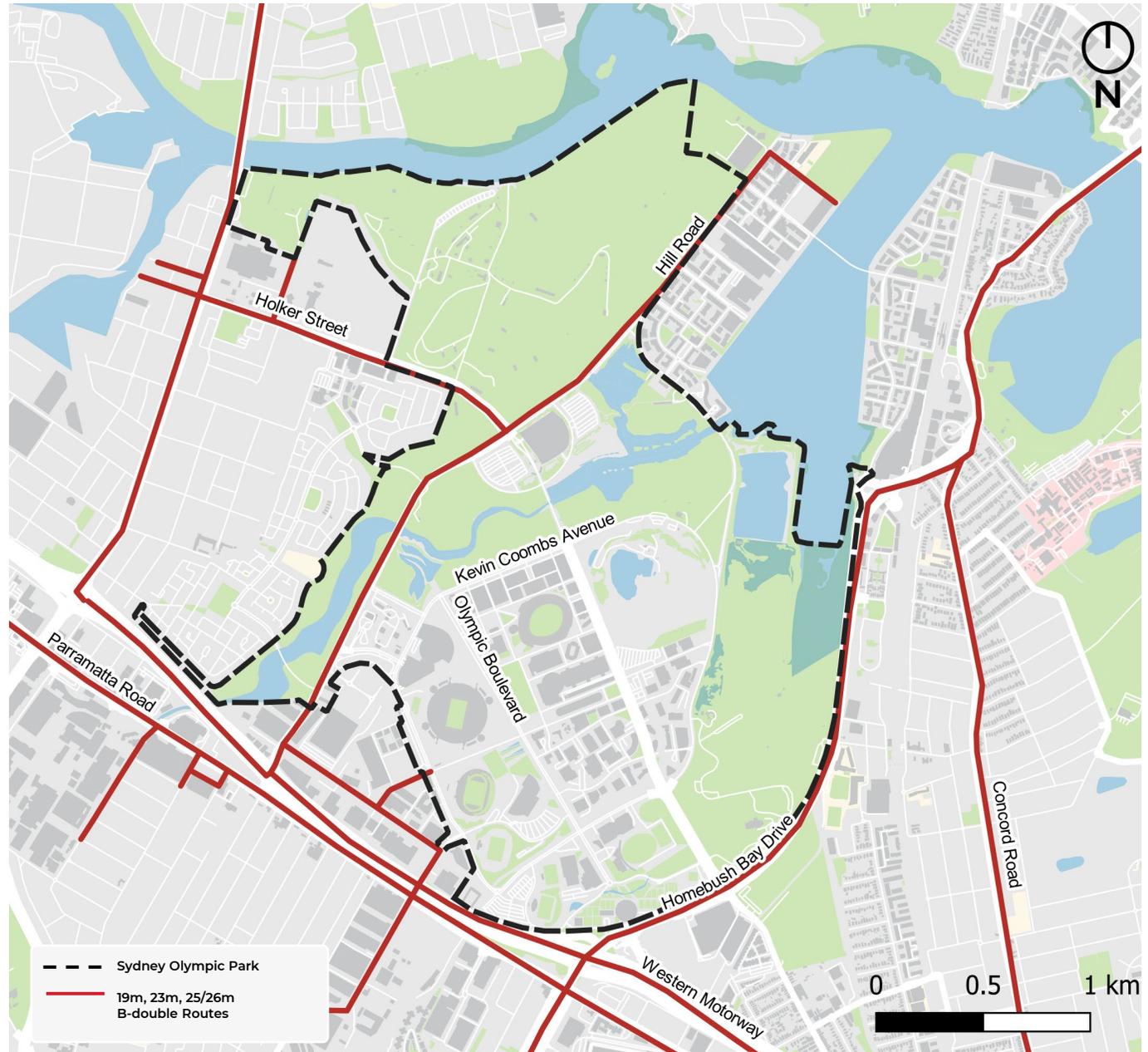


Figure 3.19: Current approved B-double routes within Sydney Olympic Park

# 3.9 EXISTING EVENT MODE SPLIT

Accessibility and integration between destinations in the Urban Area and transport infrastructure (existing and proposed) is vital. However, any changes must compliment the ability of Sydney Olympic Park, as a multi-faceted suburb, to host major events at venues such as Stadium Australia and the Sydney Superdome.

This document considers two simplified operational scenarios for events at Sydney Olympic Park:

- Regular events (assumed 10,000-20,000 attendees)
- Major events (assumed > 50,000 attendees)

The key difference between these scenarios is the event patronage, which often defines the public transport services and infrastructure available to event customers.

Transport provisions for other large events, such as the 20,000 to 50,000 range, often have a combination of transport provisions for a regular or major event depending on the sporting code or concert type.

During 2017 and 2018, up to 34 events had 20,000 attendees or greater, of which up to 12 exceeded 50,000 (excluding the Royal Easter Show). This data represents a steady state for events pre-Covid.

However, the definition (or threshold patronage) for regular, large or major event is not consistent across all transport operators.

Hence, with the addition of potential future transport options (including SMW and PLR2), it is recommended that an agreed definition for events scenarios are adopted for consistency with all transport operators within Sydney Olympic Park.

## EXISTING EVENT TRANSPORT PROVISIONS

Currently during a typical regular event:

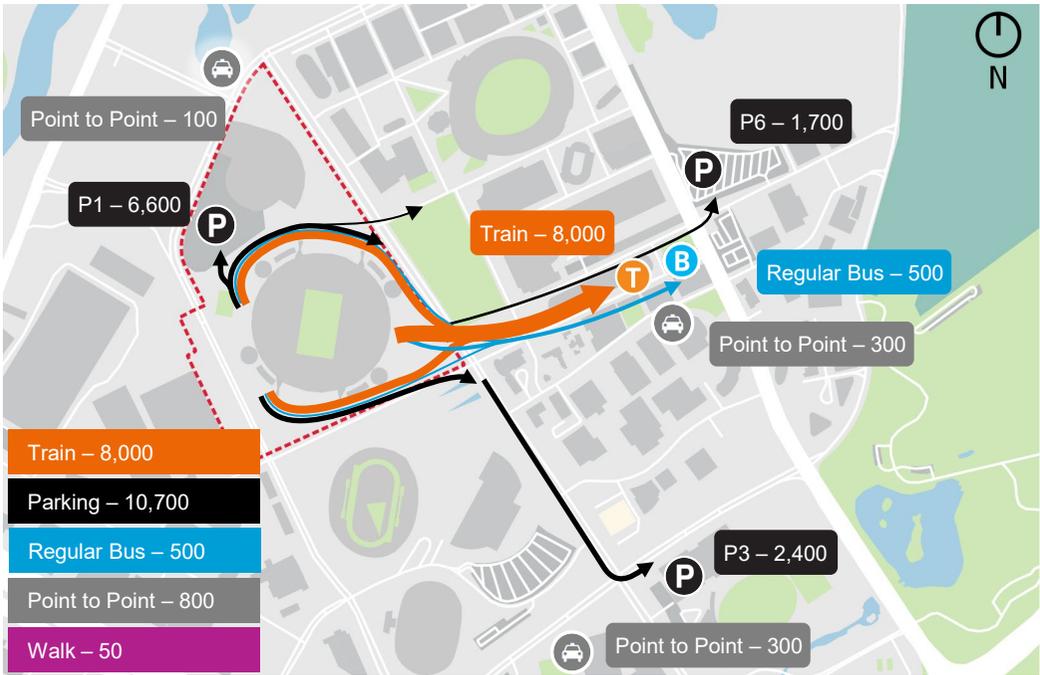
- T7 Olympic Park line operates as a shuttle service to Lidcombe.
- Regular route buses continue to operate

Figure 3.20 illustrates the typical regular event mode split.

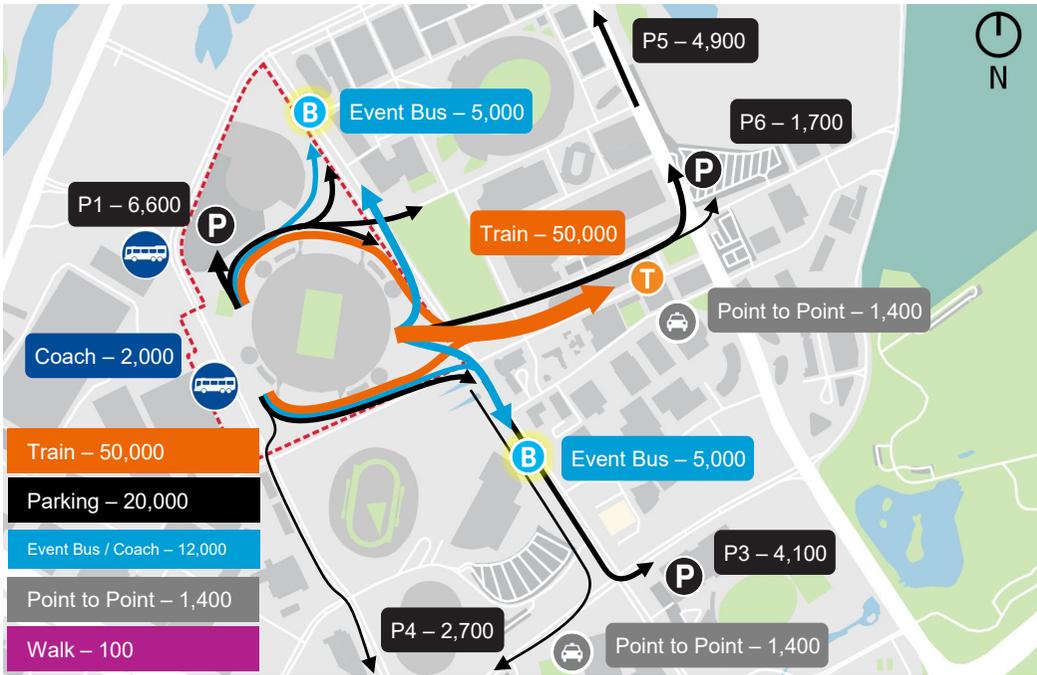
During major event operations, public transport options are expanded to include:

- Modified T7 Olympic Park line operating between Central and Blacktown
- Special event buses.

Figure 3.21 illustrates the typical major event mode split.



**Figure 3.20:** Regular event mode split - existing (typical 20,000 event)



**Figure 3.21:** Major event mode split – existing (typical 83,500 event)

# 3.10 EXISTING EVENT TRANSPORT OPERATIONS

## CURRENT OVERVIEW – BUS

Event buses operate in Sydney Olympic Park during some large and major events to:

- supplement rail capacity and provide reliable public transport access to areas not well serviced by rail
- provide flexibility in increasing service delivery at relatively short notice.

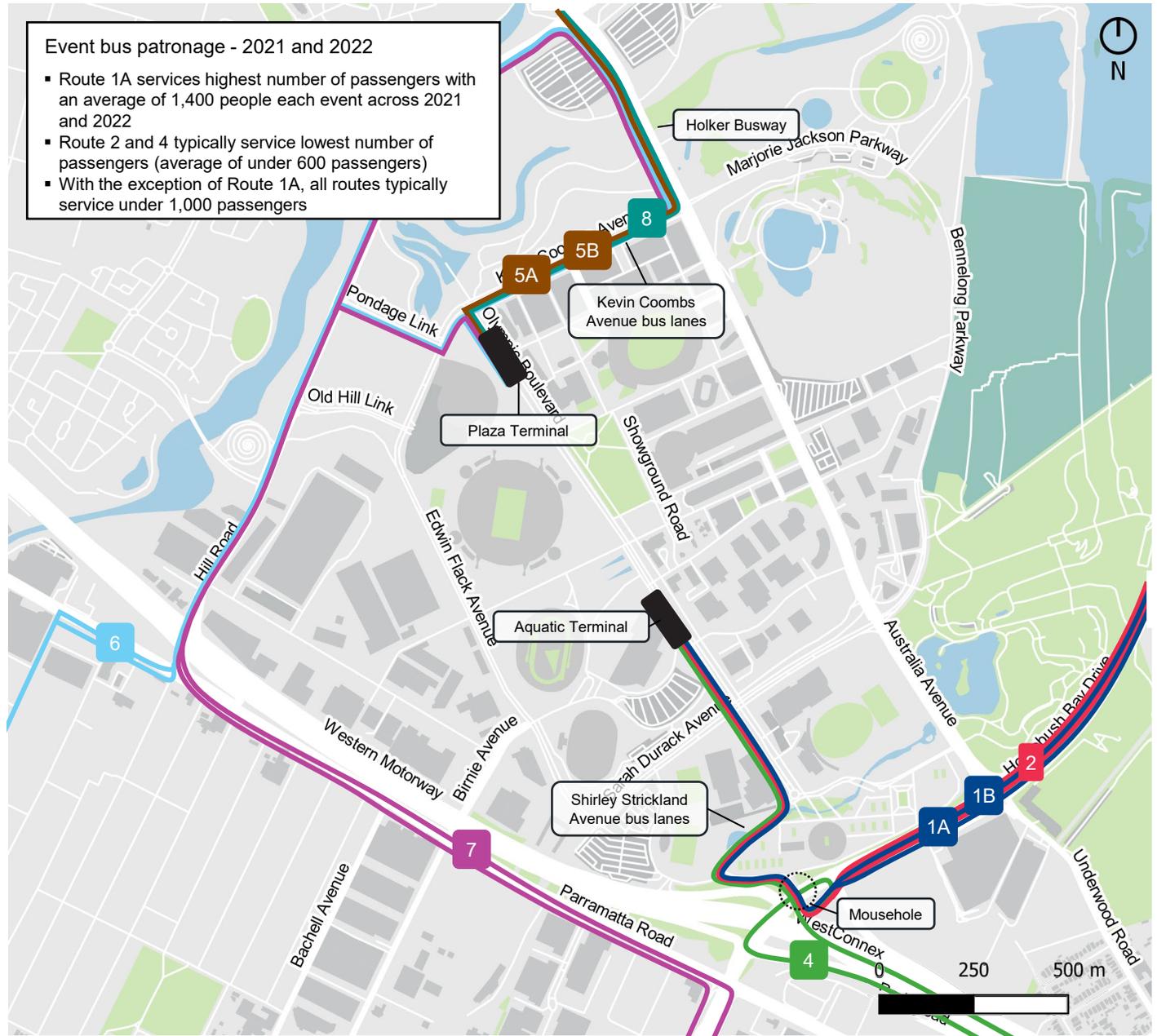
Currently nine event bus routes operate to and from Sydney Olympic Park during select large and major events (Table 3.5).

**Table 3.5:** Event bus routes

Route	Destination
1A	Warriewood via Chatswood and Dee Why
1B	Warriewood via Macquarie Park and Mona Vale
2	Glebe via Ryde
4	Maroubra via Campsie and Rockdale
5A	Hills Showground Station via Northmead
5B	Rouse Hill Town Centre via Bella Vista
6	Woronora via Bankstown
7	Cronulla via Hurstville
8	Dural via Carlingford

Event buses utilise existing bus priority infrastructure within the vicinity of Sydney Olympic Park, operating from two dedicated bus terminals (Figure 3.22). This includes:

- Plaza Terminal (on Olympic Boulevard near Sydney Superdome) accommodates routes 5A, 5B, 6, 7 and 8
- Aquatic Terminal (on Olympic Boulevard near the Aquatic Centre) accommodates routes 1A, 1B, 2 and 4



**Figure 3.22:** Current approved B-double routes within Sydney Olympic Park

3

Welcome to Sydney Metro



## Future transport conditions

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Transport Strategy

# 4.1 FUTURE LAND USE AND TRANSPORT DEMAND

## FUTURE SYDNEY OLYMPIC PARK

Master Plan 2050 responds to significant transport investments improving accessibility and diversifying current transport options for residents and visitors.

The SMW business case prepared by SOPA in 2018 identified two scenarios for a future Sydney Olympic Park including a 2030 Master Plan (2018 Review) scenario and an aspirational growth scenario.

Considering these scenarios this Master Plan 2050 does not represent a significant increase in planned residents and dwellings.

As outlined in Table 4.1, by 2050, it is anticipated that there will be over 33,000 people residing in Sydney Olympic Park. This reflects previously anticipated residential population in 2030. However, due to the timing of key transport infrastructure projects such as SMW this is not likely to be achieved until after 2030. As considered as ‘full build out’ numbers, these have been reviewed and included in the Master Plan 2050.

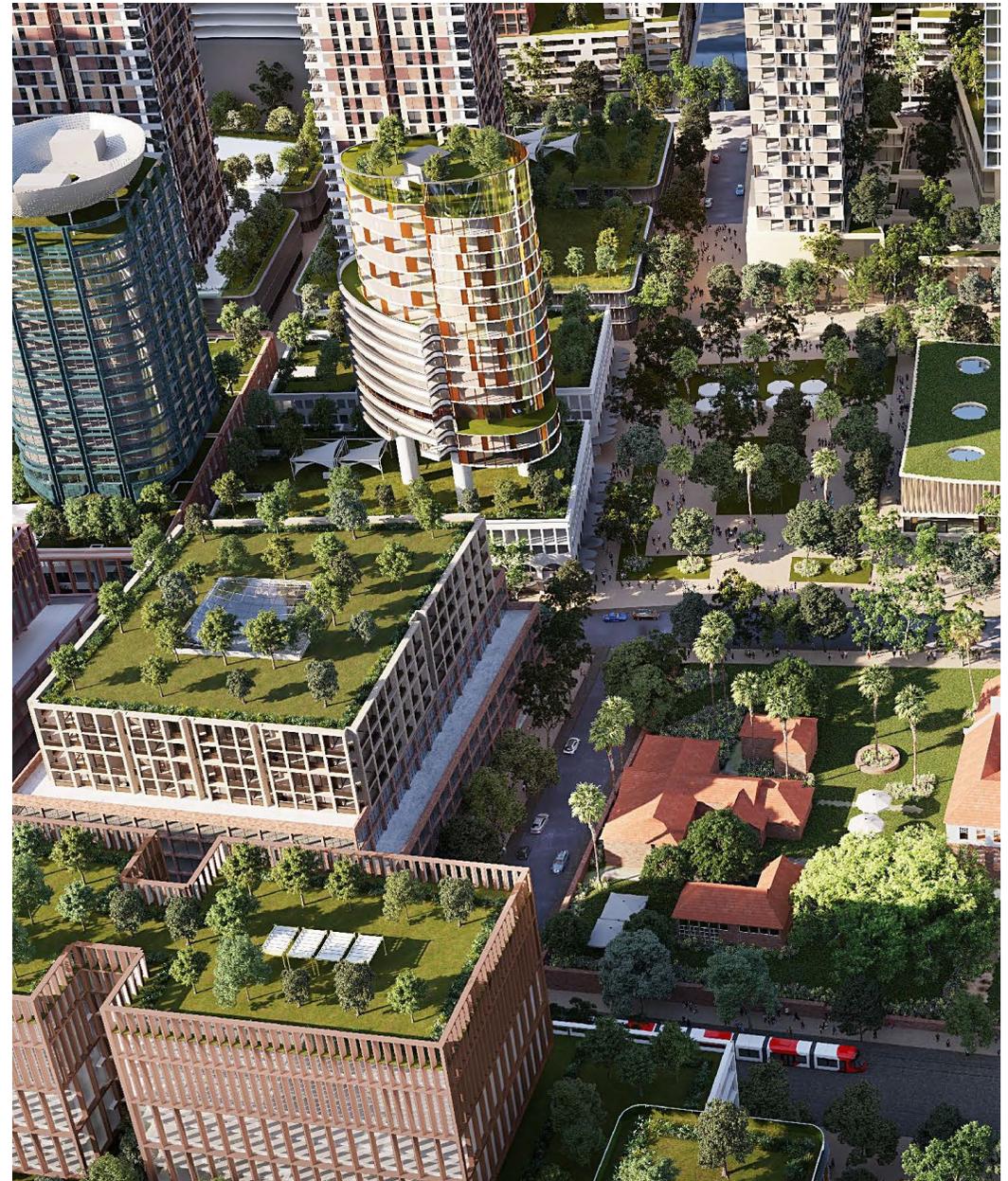
The number of anticipated dwellings in Sydney Olympic Park is planned to be 15,000. This considers a range of housing sizes seeking to accommodate a diverse population and increased density.

**Table 4.1** Future resident and dwelling numbers for Master Plan 2050

Source: Sydney Olympic Park Master Plan 2050

	Master Plan (2018 Review)	Aspirational growth	Master Plan 2050	Difference from 2018
<b>Residents</b>	23,500	25,000	33,000	+9,500
<b>Dwellings</b>	10,700	11,400	15,000	+4,300

COVID-19 has transformed the way people live and move around. We are spending more time at home, due to a stable work from home or hybrid work employment. This sees greater emphasis on our local places and community. There is growing preference for sustainable movement options (particularly considering targets to net zero by 2050), and remote work continues to reduce urban traffic congestion. These trends influence the travel needs of Sydney Olympic Parks existing and future community. This has been considered in planning for the future transport network.



Source: Sydney Olympic Park Master Plan 2050

**Figure 4.1:** Artist impression of Sydney Olympic Park Urban Centre in 2050

# 4.1 FUTURE LAND USE AND TRANSPORT DEMAND

## SYDNEY OLYMPIC PARK CHARACTER AREAS

There are ten character areas within Sydney Olympic Park, specified within Master Plan 2050. These character areas are subcategorised as 'Neighbourhoods', 'Precincts' and 'Parklands'.

Neighbourhoods comprise a range of uses and support significant residential population. Precincts have a clear non-residential role generating activity and supporting employment. Parklands are natural spaces supporting local and regional biodiversity as well as passive and active recreation for people.

Future residents and dwellings of Sydney Olympic Park will be developed within the Urban Centre, Eastern, Haslams, Edwin Flack and Southern neighbourhoods depicted in Figure 4.2 The Stadia and Sports and Civic precincts and Parklands neighbourhoods will continue to deliver a major event space and passive and recreational open space for Greater Sydney.

SMW, PLR2, bus services and an integrated active transport network will support the safe and efficient movement within, to and from and through these neighbourhoods. This is discussed throughout this chapter for Sydney Olympic Park holistically and individually for each of the ten character areas with presentation of the movement concept plan for each.

**Table 4.2** Ten character areas of Sydney Olympic Park

Neighbourhoods	Haslams
	Edwin Flack
	Urban Centre
	Eastern
	Southern
Precincts	Stadia
	Sports and Civic
Parklands	Riverfront
	Haslams
	Bicentennial



Source: Sydney Olympic Park Master Plan 2050

**Figure 4.2:** Character area plan

# 4.2 FUTURE TRANSPORT NETWORK

## FUTURE TRANSPORT NETWORK

The future transport network which is presented throughout this chapter has been developed considering the NSW Government's Movement and Place Framework. This considers both movement and place functions of streets and roads within Sydney Olympic Park and has been developed alongside the broader master planning team. This ensures that the future transport network will support the street role and character plan presented within Master Plan 2050.

## MOVEMENT AND PLACE

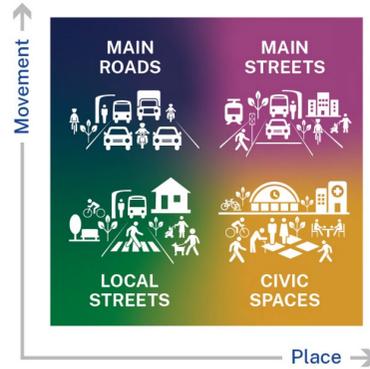
Considering both the movement and place function of a street allows for the delivery of improved outcomes for our transport networks, the people they serve and places they support. The Movement and Place Framework outlines the method for considering and balancing both the movement and place functions of roads and streets.

The Movement and Place framework and the four **street environments** have created a baseline for outlining the movement and place function of the entire Sydney Olympic Park transport network (shown in Figure 4.3).

The Design of Roads and Streets Guide (NSW Government 2023) has been developed to support the wider Movement and Place Framework (the Guide). The Guide breaks down the four street environments and provides design advice for various street types (Figure 4.4). The street types and design characteristics were used to inform the street role and character within the Master Plan.

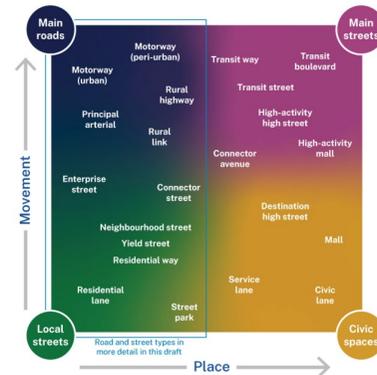
Figure 4.5 depicts the hierarchy of road user considerations by modes which forms the hierarchy of transport as it related to Movement and Place. Figure 4.6 presents the Movement and Place street environmental classifications in Sydney Olympic Park.

This chapter further discusses the future transport network relating to each mode.



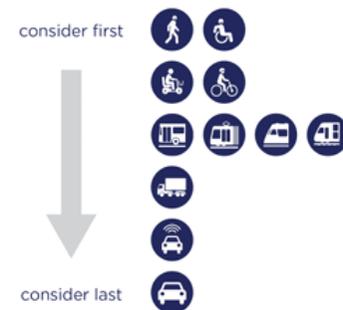
Source: Movement and Place Framework

Figure 4.3: Street Environments



Source: Design of Roads and Streets Guide (2022)

Figure 4.4: Street Types



Source: Road User Space Allocation Policy (2021)

Figure 4.5: Order of road user considerations

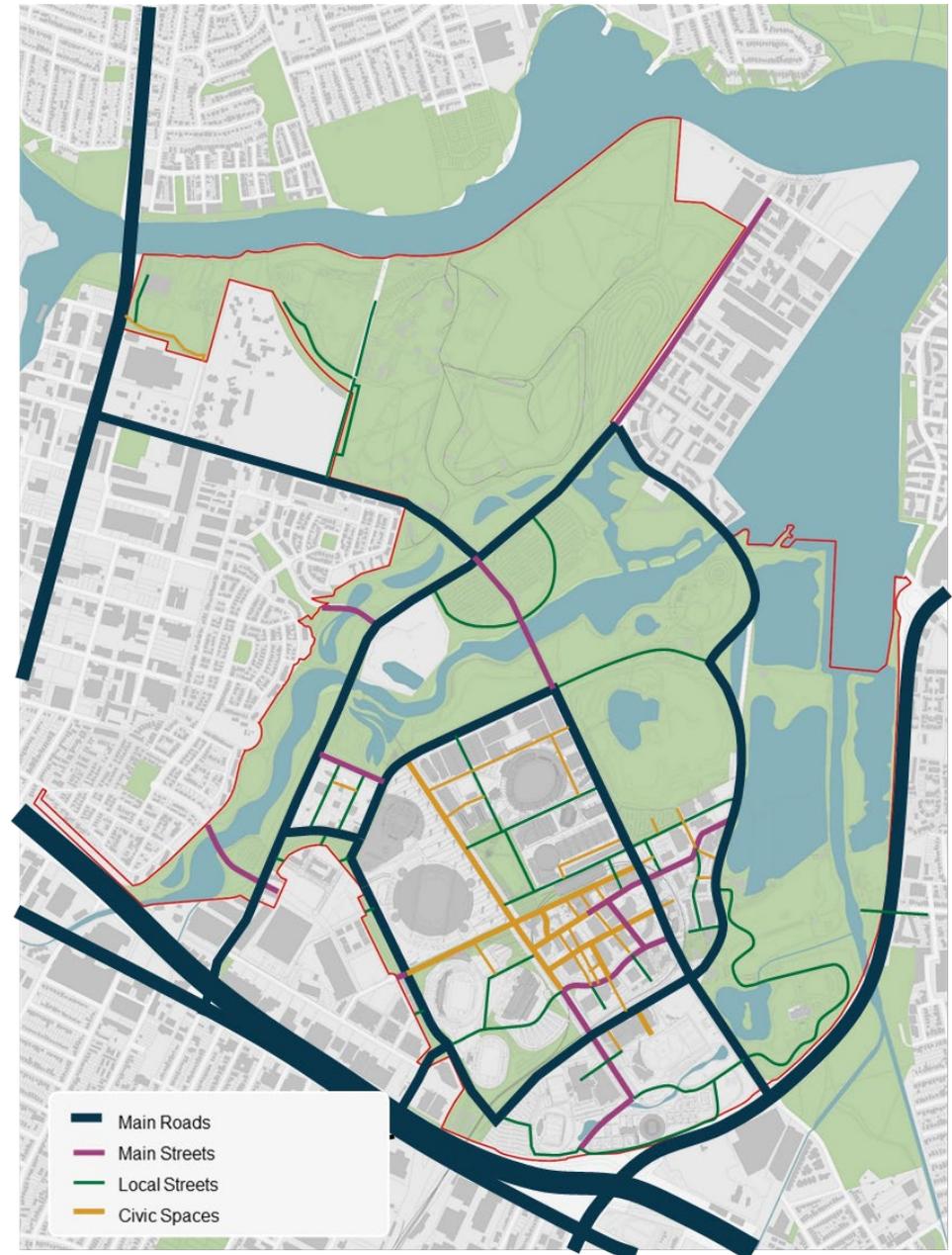


Figure 4.6: Movement and Place assessment (future)

# 4.2 FUTURE TRANSPORT NETWORK

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Master Plan 2050 is a network of streets and spaces which prioritise the movement of people over vehicles. The street network is made up of streets outlined in Figure 4.7, which range from pedestrianised spaces to connector roads.

A simple and legible speed regime which supports road safety and encourages walking, cycling and street life is proposed within the Urban Centre. This speed regime has been developed in line with the recently updated NSW Speed Zoning Standard (10 July 2023) and the NACTO Global Street Design Guide.

Pedestrian spaces and high activity transit malls are pedestrian oriented movement spaces with no access for private vehicles.

Civic Streets and High Streets are defined by a 5 – 10 km/h vehicular speed limit, largely having a focus on supporting high volumes of pedestrian and cyclist movement. These streets have a high place value with street space used for things such as alfresco dining and street furniture.

Local Streets support low volume vehicular movements at a slow speed, providing vehicular connections through Sydney Olympic Park's neighbourhoods. These street should not have a speed limit higher than 40 km/h.

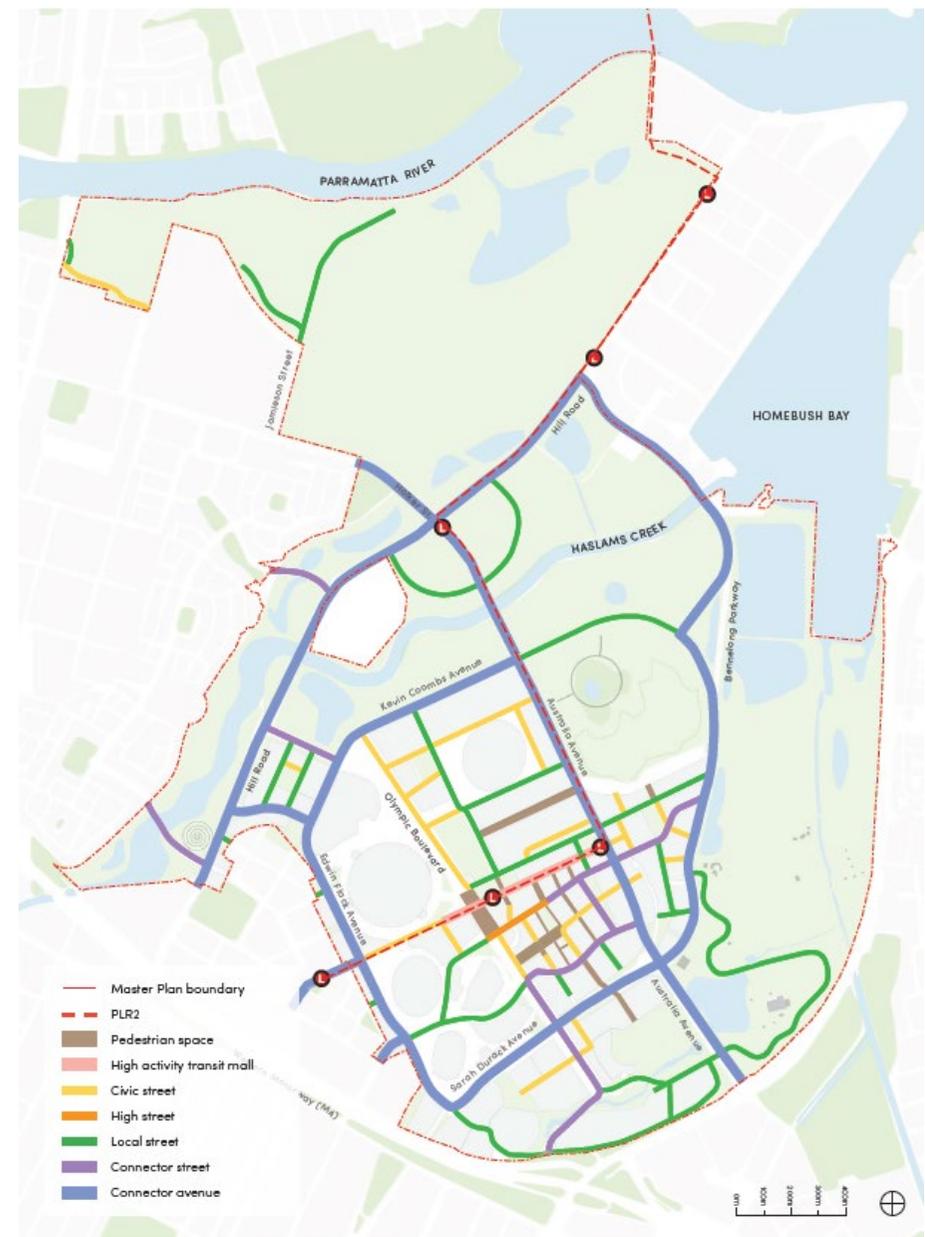
Connector Streets and Connector Avenues are the higher order movement streets which support vehicular movement as well as higher order cycle journeys. These streets are planned to be 30 km/h – 50 km/h (Connector Street) and 40 km/h – 60 km/h (Connector Avenue).

The most effective way to reduce fatalities and severe injuries on streets is to reduce vehicle speeds. The vast majority of people killed in traffic are struck on streets with high speeds, even though those streets represent only a small portion of a city's total activity and movement. (NACTO, 2017)

Speed is the primary factor in crash severity and the likelihood of a crash occurring. Increased speeds result in longer reaction times, a narrower cone of vision, and increased stopping distances while providing less time for others to react. An increase in average speed of 1 km/h results in a 3% higher risk of a crash and a 4–5% increase in fatalities. (NACTO 2017)

**Table 4.3** Vehicular speed limits by street role and character plan

	Civic Street	High Street	Local Street	Connector Street	Connector Avenue
<b>Speed limit</b>	5 km/h – 10 km/h	5 km/h – 10 km/h	20 km/h – 40 km/h	30 km/h – 50 km/h	40 km/h – 60 km/h



Source: Sydney Olympic Park Master Plan 2050

**Figure 4.7:** Street role and character plan

# 4.3 FUTURE PUBLIC TRANSPORT NETWORK

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Figure 4.8 depicts the future public transport system servicing Sydney Olympic Park. This includes the existing ferry and T7, T1 and T2 train services in addition to the new SMW, PLR2 and proposed bus improvements. All will be fundamental in achieving the 2050 mode share target and car-life vision. Figure 4.14 (provided at the end of Section 4.3) demonstrate the future accessibility of Sydney Olympic Park.

## SYDNEY METRO WEST

The provision of the Sydney Olympic Park SMW Station will support the transit of more than 10-million people who visit or stay in the suburb each year.

SMW will transform and activate the Sydney Olympic Park Urban Area and significantly improve accessibility to and from Sydney Olympic Park Western Sydney and beyond. SMW will deliver a 5-minute journey to Parramatta, 7-minute journey to Five Dock, 13-minutes to Pyrmont and 15-minutes to Hunter Street in Sydney CBD. It is also envisioned that in the future SMW will also be extended west to the Western Sydney Airport and Bradfield and east to Sydney’s eastern suburbs connecting Sydney Olympic Park to Greater Sydney’s three metropolitan cities.

The station will also deliver interchange infrastructure, including:

- Bicycle parking
- Bus interchange located on Figtree Drive
- Kiss ‘n’ ride bays and point-to-point transport on Herb Elliott Avenue
- Pedestrian crossings on Herb Elliott Avenue and Figtree Drive

In addition to transport infrastructure, a high street, public plaza (Miluni Plaza) and other laneways adjacent to the station entrances connecting Olympic Boulevard, Herb Elliott Avenue and Figtree Drive to the station will be constructed. These spaces will be integrated to the broader pedestrianised area and potentially connected via PLR2, bus services and active transport networks to the broader Sydney Olympic Park and adjacent communities.

Bus services will be revised to act as feeder services from Wentworth Point, Melrose Park and Rhodes to the Metro. These services will complement the potential PLR2 route.

## PARRAMATTA LIGHT RAIL STAGE 2

PLR2 is proposed to connect Sydney Olympic Park and Carter Street to Parramatta via Wentworth Point, Melrose Park and Rydalmere. PLR2 will provide access to Parramatta CBD in 38-minutes.

The PLR2 route and stop locations serve key destinations in Sydney Olympic Park and will be further supported by the Master Plan 2050.

Adjacent developments at Wentworth Point and Carter Street will be directly connected with Sydney Olympic Park (and Metro) through “turn up and go” transport via PLR2.

The project also identifies a number of potential bus route updates facilitated by the project including bus connection over Parramatta River from Wentworth Point to Melrose Park and Wentworth Point to Rhodes.

## BUS IMPROVEMENTS

The NSW Bus Industry Taskforce is leading major reform of the bus network in Sydney. Its Second Report (October 2023) recommends a future rapid, frequent and local network.

It has been identified that two existing routes in Sydney Olympic Park are prioritised for upgrade in the medium term (0-4 years). This includes Route 525 between Parramatta and Strathfield via Sydney Olympic Park and Route 533 Sydney Olympic Park to Ryde via Rhodes.

Transport for NSW is currently developing this work into a Medium Term Bus Plan and business case which will identify options for service improvements across the State. It is likely that further service improvements for Sydney Olympic Park are identified through within this Plan to complement SMW and PLR2 and support significant increase in residential and job density.

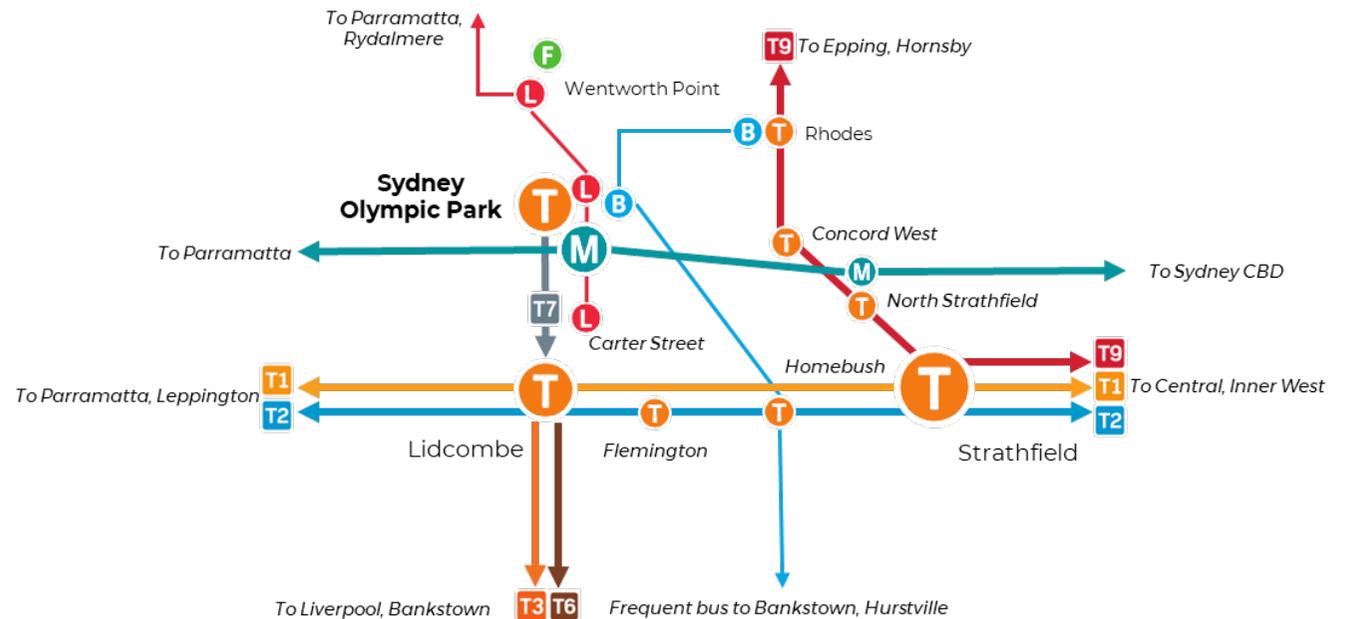


Figure 4.8: Future public transport network connections

# 4.3 FUTURE PUBLIC TRANSPORT NETWORK

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Significant planned public transport investment will transform accessibility to, from and within Sydney Olympic Park. Figure 4.9 depicts the future public transport which has been planned in coordination with Master Plan 2050 and includes the following key investments:

- SMW (~40,000 passengers per hour)
- PLR2 (~6,000 passengers per hour)
- Bus service improvements (~500 passengers per hour)

Improved public transport connectivity unlocks the development potential of Sydney Olympic Park, solidifying it as Sydney's beating green heart. Together, metro, light rail and bus services will connect the different neighbourhoods within, as well as connect the suburb to surrounding communities. Figure 4.14 presents the 30, 40 and 60-minute accessibility of Sydney Olympic Park considering the operation of SMW and PLR.

SMW will connect Sydney Olympic Park directly with Parramatta, Westmead and the Sydney CBD. This will include the delivery mix of land uses including residential, employment and culture to further enhance Sydney Olympic Park as a premier sporting and entertainment destination.

PLR2 will connect the different neighbourhoods within the existing Urban Area footprint, including the existing Urban Centre neighbourhood, Stadia and Sports and Civic precincts and Carter Street Precinct. Additionally, it will connect the Urban Area with the Parklands, increasing accessibility between Sydney Olympic Park's different functions and to green space.

This investment will also see improvements to frequency and travel time of bus and ferry services over the medium to long term. The full extent of these changes is under development.

Local bus network changes due to the Hill Road upgrade have already been established. The main impact of this includes changes on bus route 401, which will no longer turn right into Carter Street from Hill Road, instead turn right at Old Hill Link or at John Ian Wing Parade.



**Figure 4.9:** Future public transport network

# 4.3 FUTURE PUBLIC TRANSPORT NETWORK

## SYDNEY OLYMPIC PARK SYDNEY METRO WEST STATION

The SMW Sydney Olympic Park Station will be developed as an underground station with an island platform in north-south orientation. Station access will be facilitated through the proposed public space connecting between Herb Elliott Avenue and Figtree Drive. Figure 4.10 presents the indicative long section of the SMW Sydney Olympic Park station.

For convenient interchanges the station provides a direct interchange to Figtree Drive, where bus stops are located. The northern station entrance supports interchange with point-to-point and kiss 'n' ride bays and connections to proposed PLR2 stops.

During events, the station will operate with two additional platforms, providing increased public transport capacity in Sydney Olympic Park. In addition to platforms, the station will be accessed through the public spaces connecting to Olympic Boulevard. Further detail on the operations of SMW Sydney Olympic Park Station during events and how it functions with the broader public transport offering is discussed in Chapter 4.9 Future event transport operations – rail.

## MULTI-MODAL MOBILITY HUB

A multi-modal mobility hub located where the various public transport services interchange will deliver a first-class transport service offering to people travelling through, to, from and within Sydney Olympic Park.

The agglomeration of the SMW station, Sydney Olympic Park T7 station, PLR2 and the bus interchange on Figtree Drive, proposed taxi and kiss 'n' ride on Herb Elliott Avenue presents an opportunity to formulate these interchanges to a multi-modal mobility hub. Figure 4.11 depicts a visualisation of the metro station and surrounding interchange facilities.

Multi-mobility hubs are a cluster of sustainable transport modes including cycling, micro-mobility modes including scooters and e-scooters, light and heavy rail, bus and private vehicles (usually for kiss 'n' ride and/or point-to-point services).

The establishment of a multi-modal mobility hub will help achieve a car-lite Sydney Olympic Park through integrating services to deliver seamless journeys, prioritising people and optimising valuable land and assets.

To formalise a multi-modal mobility hub, the interchange offering should be supported by:

- Designated bicycle parking
- Shared micro-mobility modes such as e-scooters and/or e-bikes
- Pedestrianised environment which facilitates a direct and legible interchange between different modes
- Urban form and signage which supports wayfinding
- EV charging for micro-mobility and e-bikes and potentially for electric vehicles in the taxi or kiss 'n' ride area
- Digital connectivity and smart city technologies which can include:
  - Real-time passenger information throughout the hub for the variety of services
  - Multi-functional power poles
  - Mobile coverage, wi-fi and Internet of Things networks
  - Sensors and data collection tools activating lights and collecting pedestrian traffic data and other data sources to inform future decision making.

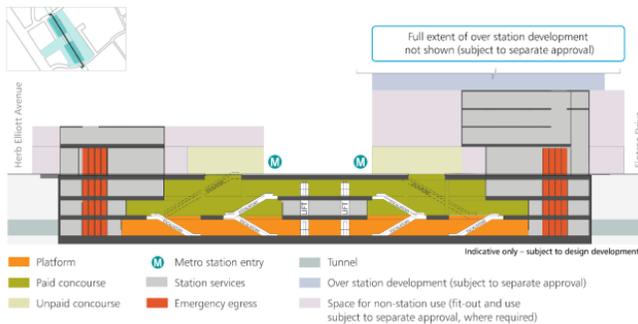


Figure 9-2 Indicative long-section – Sydney Olympic Park metro station

Source: Sydney Metro West Environmental Impact Statement (2022)

Figure 4.10: Indicative long section of Sydney Olympic Park Station



Source: Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD Environmental Impact Statement Summary (2022)

Figure 4.11: Sydney Metro West Station Developments



Source: WSP Future Ready Kerbside Whitepaper (2020)

Figure 4.12: 2050 Visualisation of Onehunga Mall, Auckland

# 4.3 FUTURE PUBLIC TRANSPORT NETWORK

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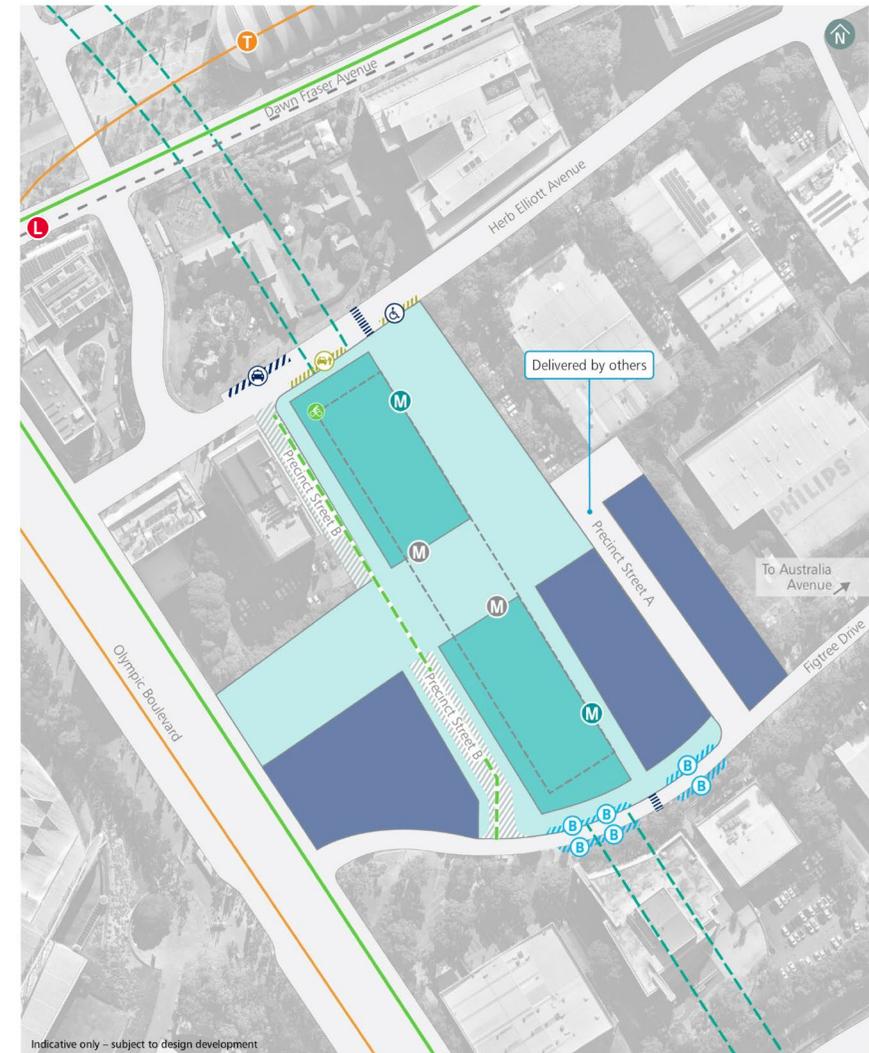
## SYDNEY OLYMPIC PARK INTERCHANGE ZONE

The introduction of SMW and the proposed Parramatta Light Rail Stage 2 will build upon the previous Master Plans as an exemplar of integrated transport and land use. Previous master plans have designated the area around the existing Olympic Park station on the T7 Line as the focus of high-density development supported by a walkable high quality urban domain.

Precinct planning for these two significant investments in public transport have been coordinated with government to build upon the planning for Master Plan 2050. This has been reflected in the Environmental Impact Statements (EIS) and project development documentation for both SMW and Parramatta Light Rail Stage 2.

Whilst an “interchange zone” has been created from Olympic Park Station in the north, the light rail stop on Dawn Fraser Avenue, pick-up drop-off and shared mobility kerbside zones on Herb Elliott Avenue, the Metro station and bicycle parking adjacent to Miluni Plaza and the new Metro bus interchange on Figtree Drive, it has been integrated into the streetscape to provide seamless connections between modes and places.

This approach to transport interchange is similar to that experienced in the Sydney and Parramatta CBDs rather than a suburban context whereby one station building with associated dedicated infrastructure solely for transport is delivered.



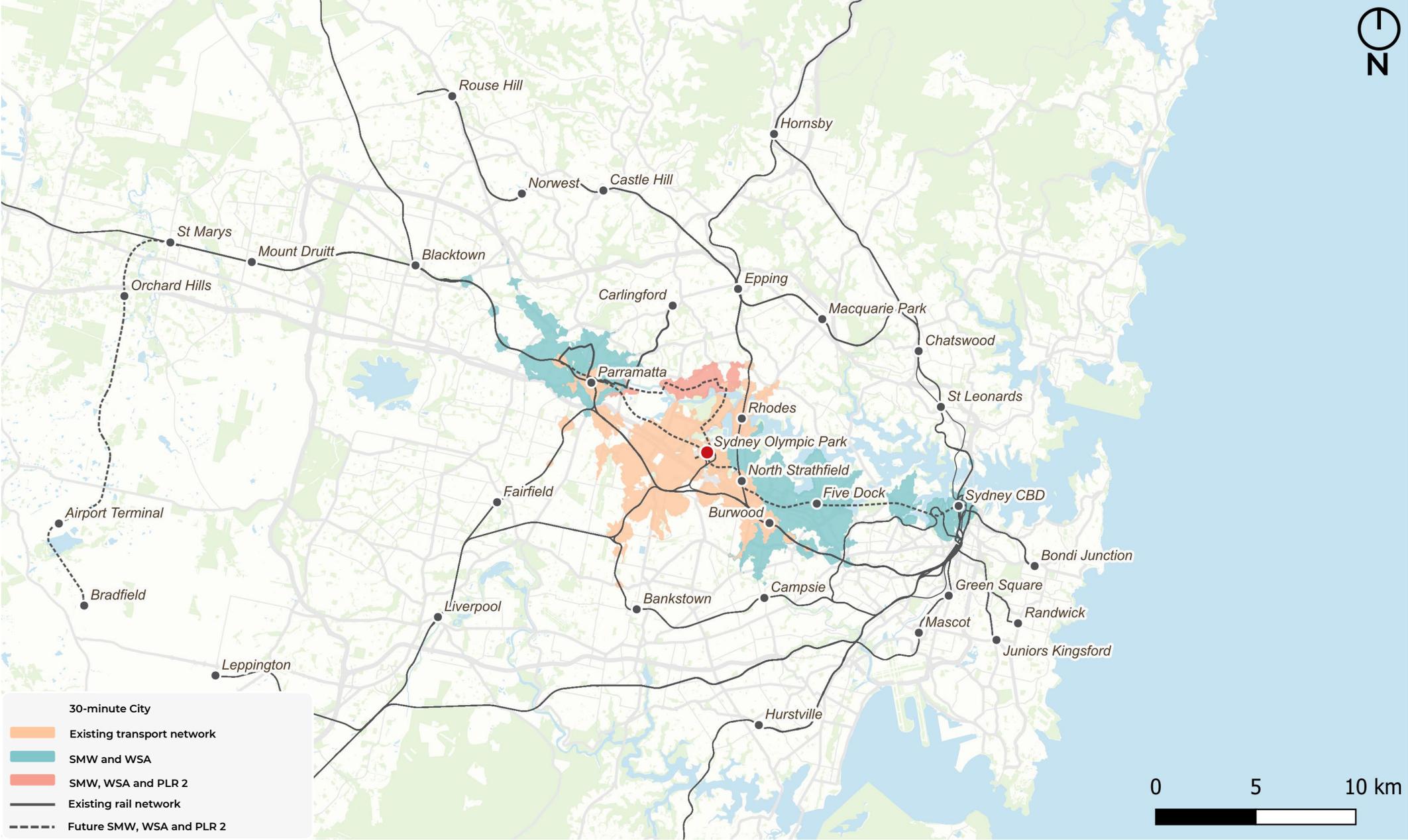
- Indicative only – subject to design development.
- Aboveground station infrastructure
  - Public domain
  - Underground station
  - Metro tunnel and alignment
  - M Metro station entry
  - M Event mode entry
  - Existing bicycle route
  - Proposed bicycle route
  - B Proposed bicycle parking
  - T Existing Sydney Trains suburban rail network (underground)
  - Proposed pedestrian crossing
  - Proposed shared zone
  - L Parramatta Light Rail – Stage 2 (planning)
  - B Proposed bus stop
  - T Proposed taxi
  - K Proposed kiss and ride
  - A Proposed accessible kiss and ride
  - Adjacent station development (subject to separate approval)

Source: Sydney Metro West Environmental Impact Statement (2022)

**Figure 4.13:** Sydney Metro West Station Interchange zone

# 4.3 FUTURE PUBLIC TRANSPORT NETWORK

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**Figure 4.14** Sydney Olympic Park accessibility – future public transport network (30-minute)

# 4.3 FUTURE PUBLIC TRANSPORT NETWORK



## PUBLIC TRANSPORT CAPACITY COMPARISON

The proposed public transport infrastructure (and changes to existing service) are expected to substantially increase the number of customers which can be carried to or from the precinct.

To compare the change in public transport capacity, the respective line capacities of each service have been used as a proxy to highlight the quantum of the change.

It is noted the line capacity is the maximum number of customers that can be carried by the service per hour and does not reflect the capacity available to Stadia precinct customers.

It is likely that other customers would be using the service for part or all of the service length and would be subject to detailed patronage analysis not included in this study.

Hence, the line capacity comparison is intended to highlight the potential impact of the proposed public transport to support significantly higher volume of passengers. This is a critical component of supporting the planned density of Sydney Olympic Park

The carrying or line capacity for public transport has been compared for the following scenarios:

- Existing
- Introduction of SMW
- Introduction of SMW and PLR2.

It is expected the role of bus services would change in the future to feeder services support the proposed light rail and/or metro. It is unclear what future routes or frequencies would be implemented, however at a minimum, the existing capacity would be maintained albeit in a different role. Hence, bus capacity has been assumed to be consistent between the existing and future scenarios.

In addition to buses, it is likely that rapid or frequent buses will play a critical role in servicing the movement needs to and from Sydney Olympic Park to nearby centres. Frequent and rapid buses are excluded from this capacity analysis due to uncertainty and current stage of planning for the Medium Term Bus Plan.

## EXISTING CAPACITY

The Urban Centre is serviced by regular Sydney Bus and Train services (using 8-car train sets) during normal operations. Existing capacity is shown in Figure 4.15.

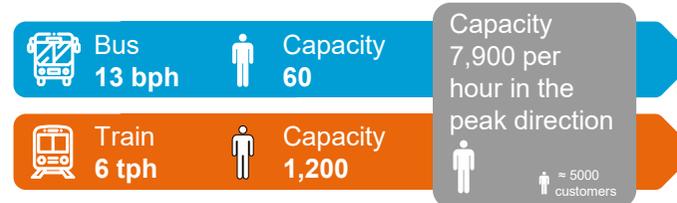


Figure 4.15: Existing public transport capacity

## INTRODUCTION OF SYDNEY METRO WEST

Public transport capacity will significantly increase with the introduction of SMW, which is expected to be operational by 2032.

SMW is designed with the ultimate service headway of 2-minutes (30 trains per hour (tph)), however it is assumed the service frequency will be lower on project opening.

A headway of 4-minutes (15 tph) has been adopted in this assessment. This assumption is consistent with the operations of Sydney Metro City & Southwest.

Similarly, the service capacity of 1,150 is adopted based on the existing Sydney Metro rolling-stock.

The introduction of SMW significantly increases combined customer capacity to over three times the existing capacity.

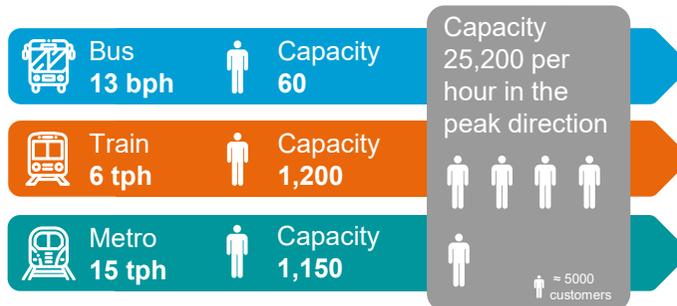


Figure 4.16: Future public transport capacity with the introduction of Sydney Metro West

## INTRODUCTION OF PARRAMATTA LIGHT RAIL STAGE 2

PLR2 is currently progressing through its planning and early work phases. It is likely to be delivered in phases and no announcement has been made on the date for full operation of the service.

However, it is envisaged PLR2 will be delivered in future to support the ongoing development and growth in the Greater Parramatta and Olympic Peninsula region.

As evident in Figure 4.17, PLR2 does not substantially increase the capacity in comparison to SMW. However, PLR2 significantly increases capacity of connections between key destinations in the Central River City including Carter Street, Rydalmere, Ermington, Melrose Park and Wentworth Point.

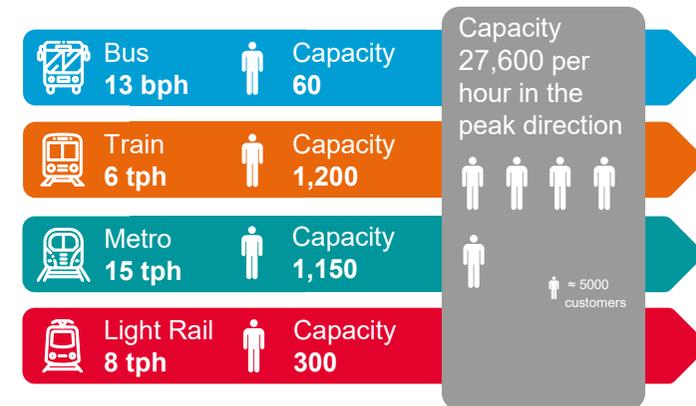


Figure 4.17: Future public transport capacity with the introduction of Sydney Metro West and Parramatta Light Rail Stage 2

# 4.4 MOVEMENT PLANS

## URBAN CENTRE NEIGHBOURHOOD

Supporting connected, intuitive and comfortable walking and cycling journeys is crucial for movement throughout Sydney Olympic Park.

Figure 4.21 depicts the movement concept plan for the Urban Centre neighbourhood. The area consists of various street types.

Pedestrian spaces and civic streets prioritise people walking and other micro mobility modes travelling at very slow speeds. These streets have ample space to support place functions including shading, street furniture and urban design characteristics to highlight the pedestrian priority. The Urban Centre has a number of north-south and east-west malls including streets around the SMW Station including UC04, UC05, UC06, UC07, UC08, and UC14.

Dawn Fraser Avenue is a high activity transit mall which like a mall supports pedestrians and a high place function with the provision of PLR2 and cycling facilities.

High streets are high priority pedestrian streets with significant pedestrian activity. Cycling is also supported along these streets at a slow speed, as well as slow vehicular movements. High streets include the western portion of Herb Elliott Avenue.

Connector Streets are higher order local streets supporting both active movement, public transport access and parking where appropriate (example shown in Figure 4.20). These streets include the eastern portion of Herb Elliott Avenue, Figtree Drive and UC09.

The Urban Centre is bound by connector avenues along Australia Avenue and Sarah Durack Avenue which will accommodate high speed vehicular movement. A bridge is proposed connecting UC06/UC12 over Sarah Durack Avenue to connect the Urban Centre to the Southern Neighbourhood and P3 Car Park. Safe walking and cycling crossing infrastructure is vital along these roads.



Source: Sydney Olympic Park Master Plan 2050

**Figure 4.18:** High activity mall (Artist impression of Sydney Olympic Park)



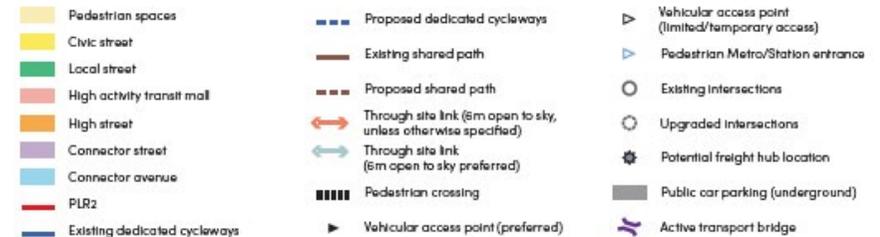
Source: Google Streetview

**Figure 4.19:** Pedestrian Mall (Crystal Street, Waterloo)



Source: Google Streetview

**Figure 4.20:** Connector Street (Footbridge Boulevard (Wentworth Point))



Source: Sydney Olympic Park Master Plan 2050

**Figure 4.21:** Urban Centre movement plan

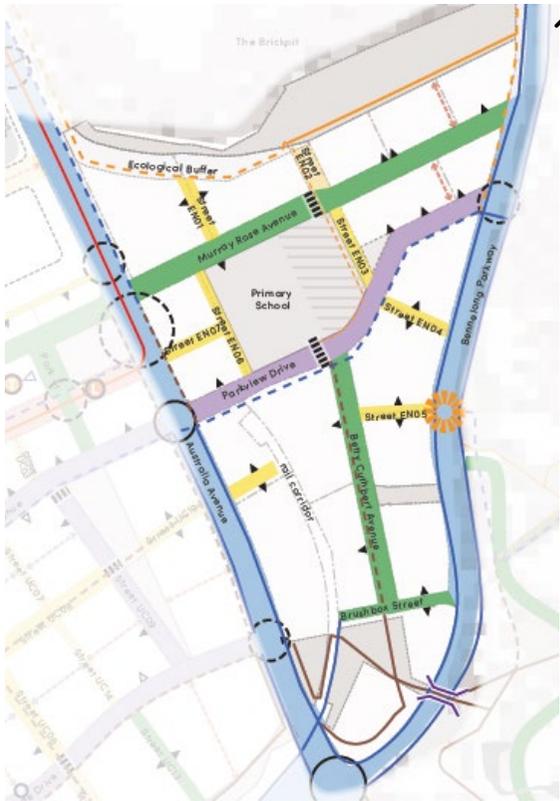
# 4.4 MOVEMENT PLANS

## EASTERN NEIGHBOURHOOD

The movement concept plan for the Eastern neighbourhood is depicted in Figure 4.22. The Eastern neighbourhood is bound by connector avenues along Australia Avenue and Bennelong Parkway which support movement to and from the neighbourhood as well as throughout Sydney Olympic Park and beyond. Parkview Drive is the primary east-west movement corridor (connector street) supported by Murray Rose Avenue (local street). It is also an important east-west axis to connect the Urban Area to the Parklands. Civic streets support walkability and active movement throughout the neighbourhood, including around the proposed primary school. Upgraded intersections are proposed along Australia Avenue in line with the introduction of light rail to improve access to and from the Urban Centre.

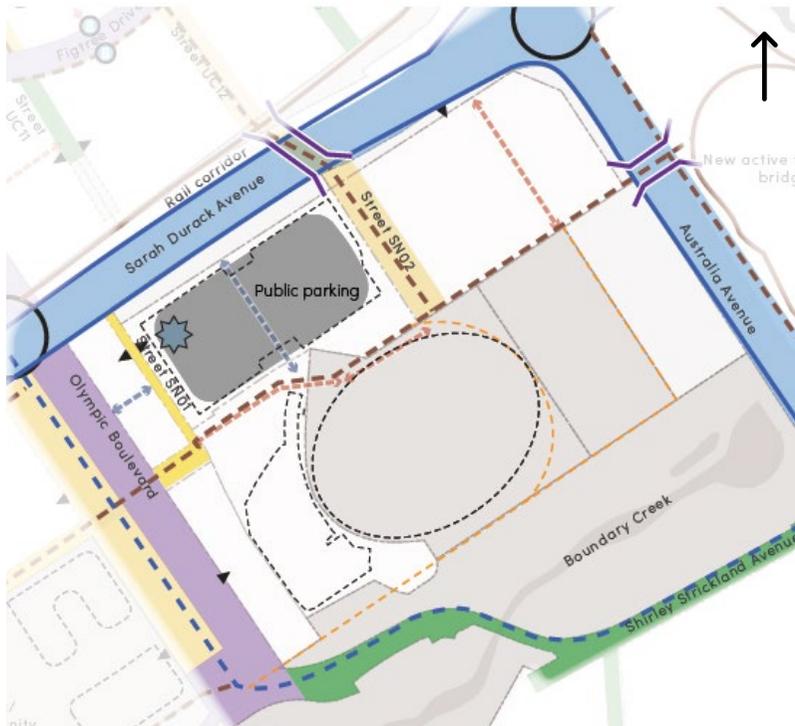
## SOUTHERN NEIGHBOURHOOD

Figure 4.23 presents the movement concept plan for the Southern neighbourhood which is bound by connector avenues on Sarah Durack Avenue and Australia Avenue. Two active transport bridges are proposed to facilitate access to and from the southern neighbourhood to the Urban Centre and Bicentennial Park. The Southern neighbourhood primarily consists of active transport connections throughout connecting the bounding streets together and beyond to other neighbourhoods.



Source: Sydney Olympic Park Master Plan 2050

**Figure 4.22:** Eastern neighbourhood movement concept plan



Source: Sydney Olympic Park Master Plan 2050

**Figure 4.23:** Southern neighbourhood movement concept plan

- Pedestrian spaces
- Civic street
- Local street
- Connector street
- Connector avenue
- Existing dedicated cycleways
- Proposed dedicated cycleways
- Proposed pedestrian path
- Existing shared path
- Proposed shared path
- Through site link (6m open to sky, unless otherwise specified)
- Through site link (6m open to sky preferred)
- Pedestrian crossing
- Vehicular access point (preferred)
- Existing intersections
- Upgraded intersections
- Active transport bridge
- Potential freight hub location

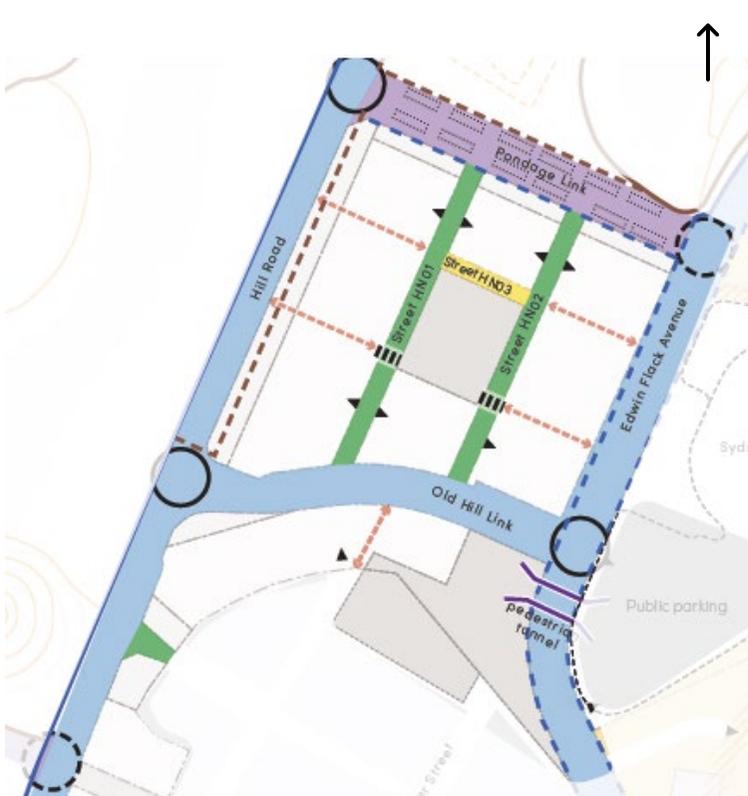
# 4.4 MOVEMENT PLANS

## HASLAM'S NEIGHBOURHOOD

The movement concept plan for the Haslams neighbourhood is depicted in Figure 4.24. The Haslams neighbourhood will be a compact urban neighbourhood bound by connector avenues Edwin Flack Avenue, Old Hill Link and Hill Road and connector street Pondage Link. Local and civic streets exist within to support permeability and walkability of the neighbourhood focussed on the central open space area. The uplift of development in this neighbourhood is likely to trigger an upgrade of the intersection of Edwin Flack Avenue and Pondage Link to facilitate access into the Urban Area from the Haslams neighbourhood.

## EDWIN FLACK NEIGHBOURHOOD

Edwin Flack neighbourhood's movement concept plan is presented in Figure 4.25. The neighbourhood fronts the adjacent Carter Street development, Stadia and Sports and Civic precincts. The neighbourhood is centred around Edwin Flack Avenue which is a connector avenue. PLR2 will deliver an upgraded intersection in this neighbourhood at the intersection of Edwin Flack Avenue and Dawn Fraser Avenue. Proposed walking and cycling connections throughout this neighbourhood into the Carter Street precinct will be crucial to supporting a liveable and cohesive area.



Source: Sydney Olympic Park Master Plan 2050

**Figure 4.24:** Haslams neighbourhood movement concept plan



Source: Sydney Olympic Park Master Plan 2050

**Figure 4.25:** Edwin Flack neighbourhood movement concept plan

- |  |                              |  |  |
|--|------------------------------|--|--|
|  | Pedestrian spaces            |  | Through site link (6m open to sky, unless otherwise specified) |
|  | Civic street                 |  | Through site link (6m open to sky preferred)                   |
|  | Local street                 |  | Pedestrian crossing  |
|  | Connector street             |  | Vehicular access point (preferred)                             |
|  | Connector avenue             |  | Existing intersections   |
|  | Existing dedicated cycleways |  | Upgraded intersections   |
|  | Proposed dedicated cycleways |  | Active transport bridge  |
|  | Proposed pedestrian path     |  | Potential freight hub location                                 |
|  | Existing shared path         |  |  |
|  | Proposed shared path         |  |  |

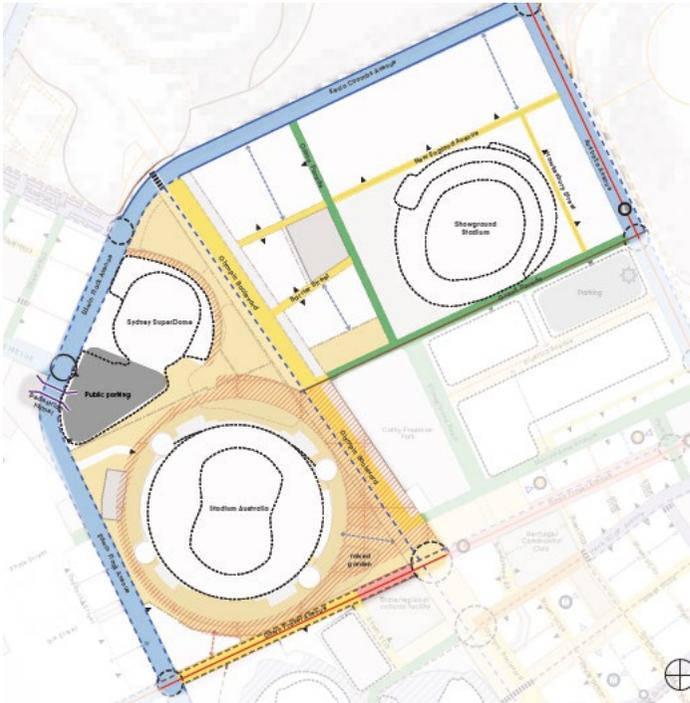
# 4.4 MOVEMENT PLANS

## STADIA PRECINCT

Figure 4.26 presents the movement concept plan for the Stadia precinct. Olympic Boulevard in the Stadia precinct is a civic street which will deliver a renewed arrival experience into the precinct as well as connection to the SMW station and PLR2 stops. The precinct is bound by Edwin Flack Avenue, Kevin Coombs Avenue and Australia Avenue (part of Sydney Olympic Parks four avenues) which are connector avenues. The movement network surrounding Sydney Showground will have increased permeability with new east-west and north-south connections to support redevelopment as outlined in the Sydney Showground Master Plan.

## SPORTS AND CIVIC PRECINCT

The movement concept plan for the Sports and Civic precinct is depicted in Figure 4.27. This precinct is bound by Dawn Fraser Avenue in north-east which will play a key sustainable movement and activity role for Sydney Olympic Park. Edwin Flack Avenue and Sarah Durack Avenue will facilitate movement to and through this precinct as connector avenues, with a proposed upgraded intersection to support this. Permeability of the precinct is support by new local streets SC02 and SC03 which will break down the scale of this superblock and allow access to venues when the event pedestrian priority areas are activated for events at the stadium. It will also facilitate preferred access to street SC01 between the NSW Rugby League Centre of Excellence and the proposed Civic / Community space.



Source: Sydney Olympic Park Master Plan 2050

**Figure 4.26:** Stadia precinct movement concept plan



Source: Sydney Olympic Park Master Plan 2050

**Figure 4.27:** Sports and Civic precinct movement concept plan

- Pedestrian spaces
- Civic street
- Local street
- High activity transit mall
- Connector street
- Connector avenue
- PLR 2
- Existing dedicated cycleways
- Proposed dedicated cycleways
- Public car parking (aboveground)
- Existing shared path
- Proposed shared path
- Through site link (6m open to sky, unless otherwise specified)
- Through site link (6m open to sky preferred)
- Pedestrian crossing
- Vehicular access point (preferred)
- Existing intersections
- Upgraded intersections
- Gas pipeline (indicative only)

# 4.4 MOVEMENT PLANS

## RIVERFRONT PARK

Figure 4.28 presents the movement concept plan for the Riverfront Park. Primary access into the Riverfront Park is facilitated by Jamieson Street which is a neighbourhood street. The intersection of Holker Street and Jamieson Street is proposed to be upgraded to improve the safety and capacity for all road users particularly walkers and cyclist from the adjacent suburb of Newington. This will be supported by new walking and cycling paths within and adjacent to the Armory.

Access is also facilitated off Holker Street via a new connection to Louise Sauvage Pathway to support access from the P5 Car Park PLR2 stop and reinforce the existing Southeast entry point for walkers and cyclists into the Armory. Access from along Hill Road will also support walking and cycling movement from the Hill Road PLR2 stops and adjacent suburb of Wentworth Point and Melrose Park in the future with the construction of the Wentworth Point Bridge.

Walking and cycling journeys will be safe and well connected within the Riverfront Park. The Parramatta to Sydney Foreshore Link runs along the Parramatta River Foreshore as well as a network of pedestrian and shared paths. This includes a 2km cycling loop for recreational cycling.

## HASLAMS PARK

Figure 4.29 depicts the movement concept plan for Haslams Park. Haslams Park lies between Kevin Coombs Avenue and Hill Road and will support access from the Riverfront Park (and Parramatta River) to the Urban Area of Sydney Olympic Park. It includes retained and upgraded walking and cycling connections including connections across Bennelong Parkway as an extension of the River Walk and Wentworth Point Foreshore. This is important to provide access to open space for the Wentworth Point community.

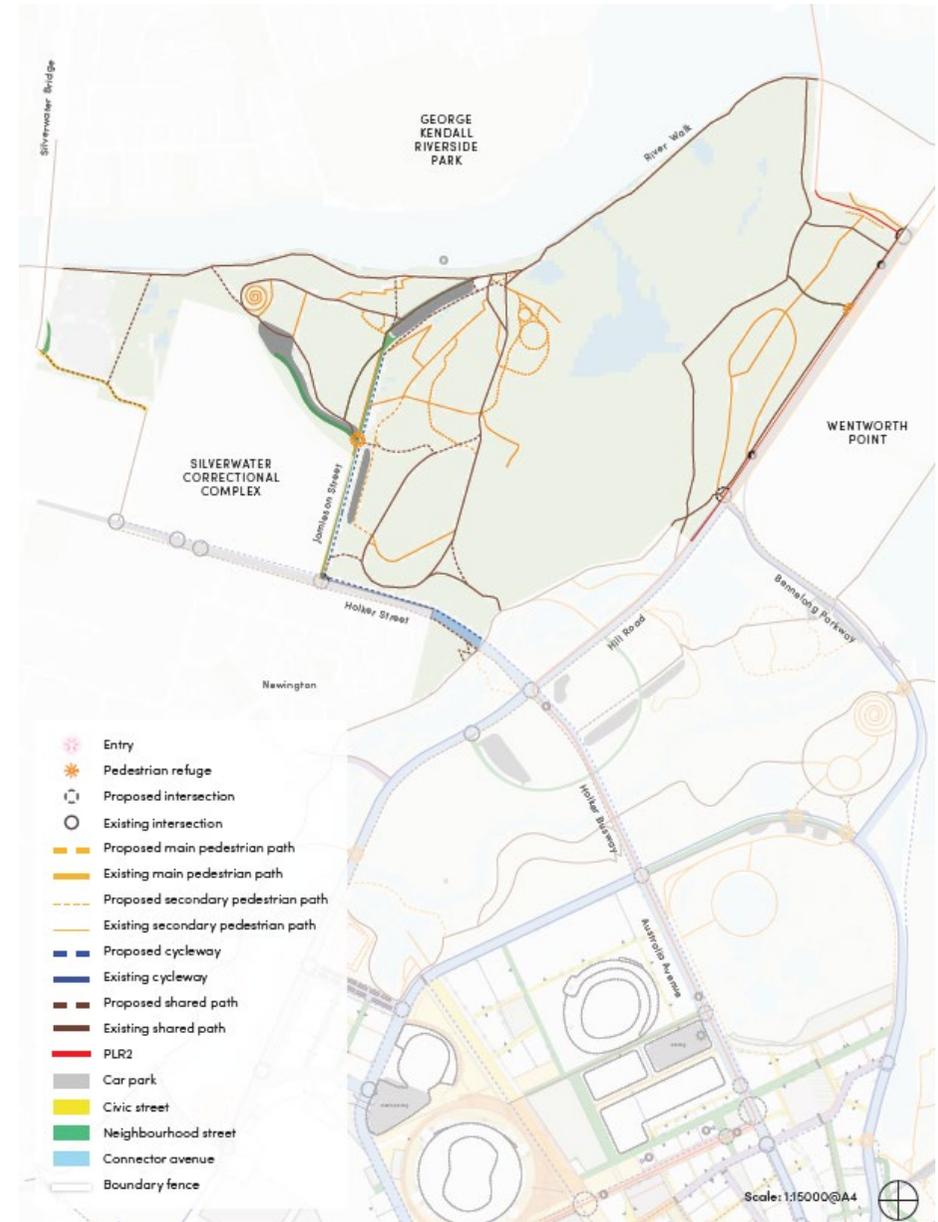
## BICENTENNIAL PARK

The Bicentennial Park movement concept plan is presented in Figure 4.30. Bicentennial Park will continue to serve the local and regional recreation needs, with its primary purpose as a public open space for informal outdoor recreation and nature conservation.

Walking and cycling connections from Bicentennial Park to and from the Eastern neighbourhood and further into the Urban Centre will be enhanced. This will be achieved with key connection points across Bennelong Parkway and Australia Avenue enhanced.

The established connections from the east via Rhodes and Concord West will be maintained and enhanced as demand grows.

Vehicle access to Bicentennial Park will be maintained off Australia Avenue near the Homebush Bay Drive intersection and operate in a one-way counter-clockwise direction exiting via Bennelong Parkway.

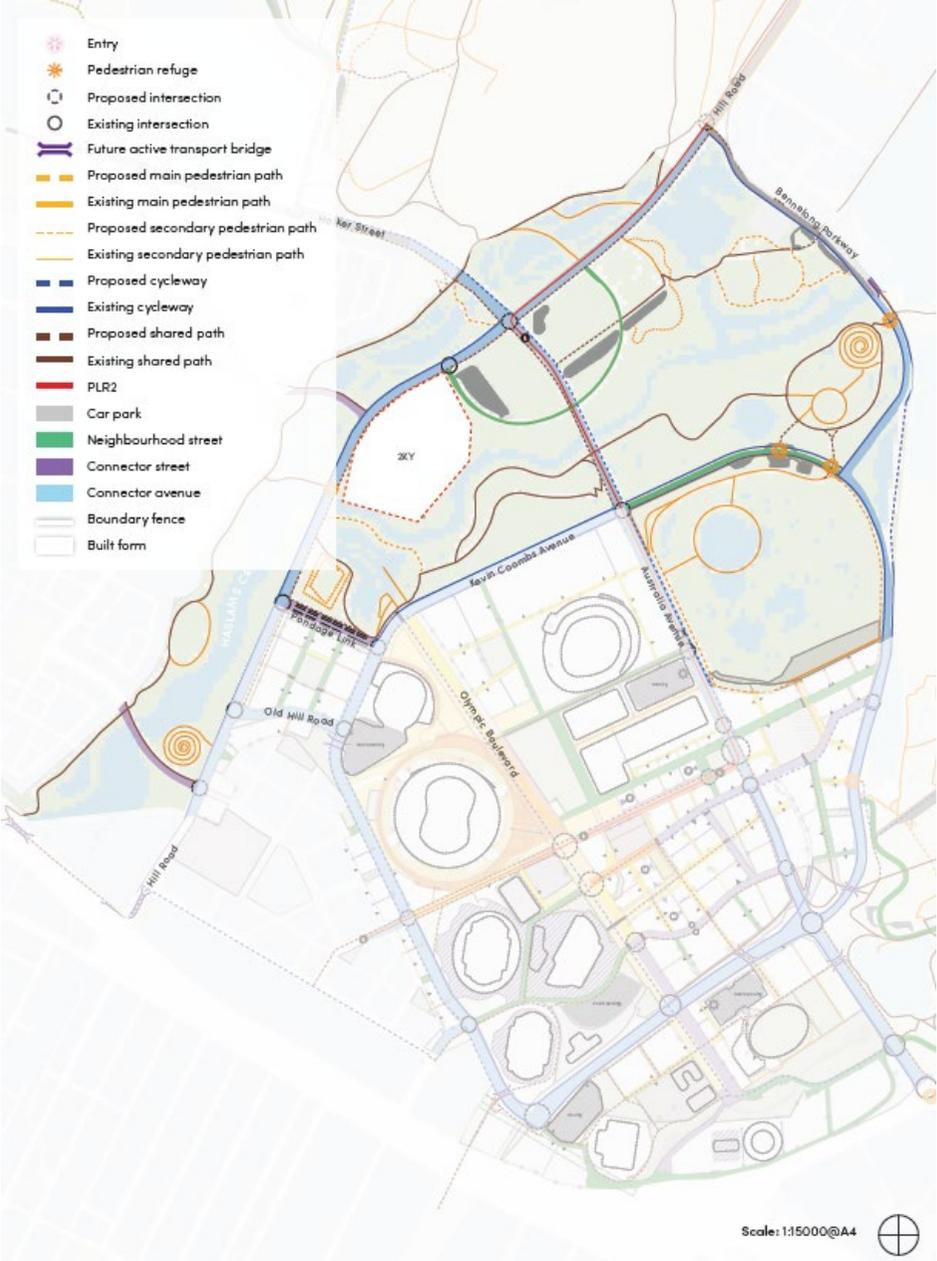


Source: Sydney Olympic Park Master Plan 2050

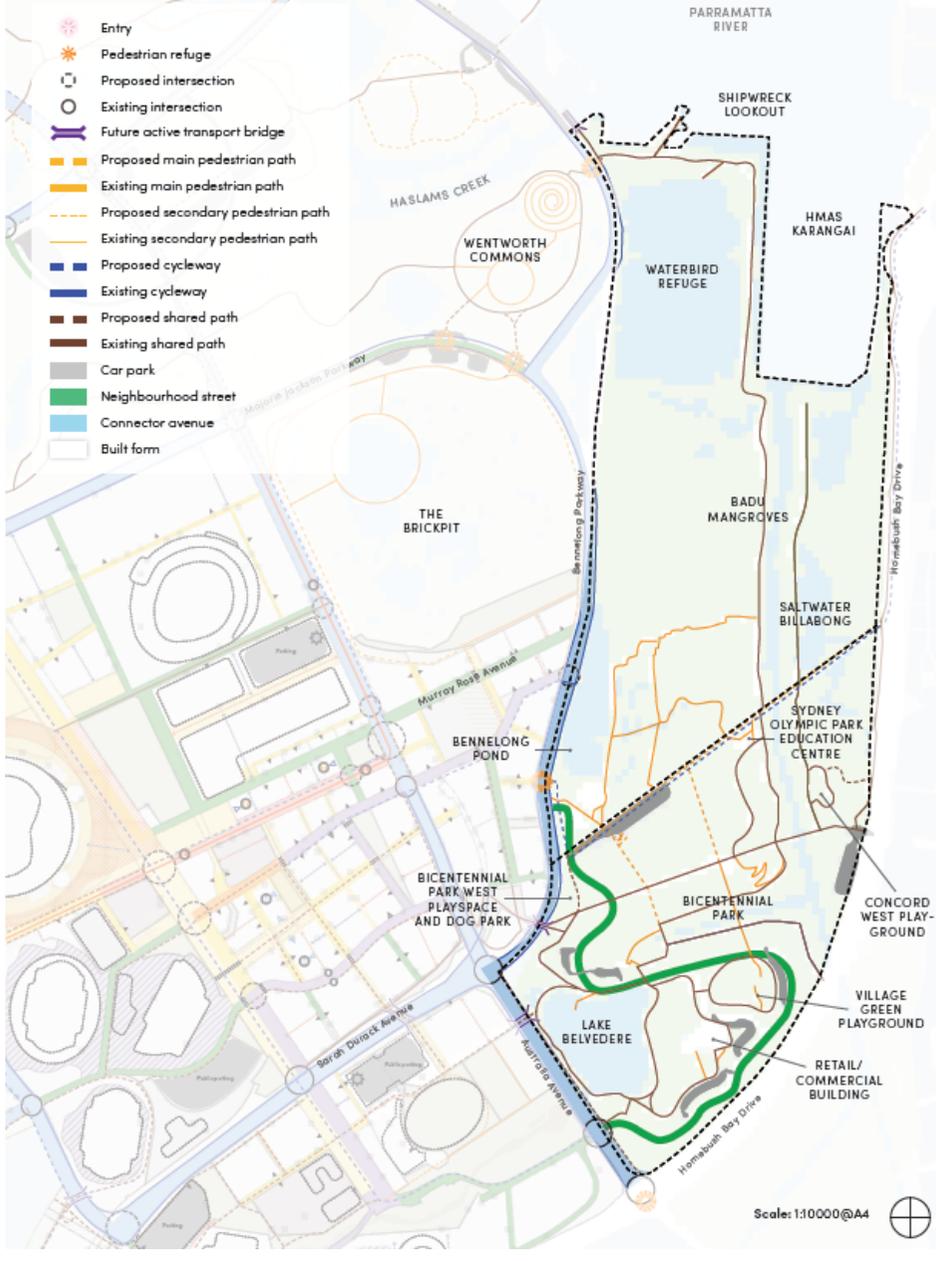
**Figure 4.28:** Riverfront Park movement concept plan

# 4.4 MOVEMENT PLANS

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Source: Sydney Olympic Park Master Plan 2050  
**Figure 4.29:** Haslams Park movement concept plan



Source: Sydney Olympic Park Master Plan 2050  
**Figure 4.30:** Bicentennial Park movement concept plan

# 4.5 FUTURE ACTIVE TRANSPORT NETWORK

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## ACTIVE TRANSPORT NETWORK OVERVIEW

Movement to, from and within Sydney Olympic Park will be supported by active and sustainable transport options. Active transport journeys will be convenient, legible and safe for people of all ages and abilities.

Journeys will be interesting and comfortable through a variety of streetscapes, high provision of urban canopy cover and the provision of appropriate infrastructure.

Active transport networks will support the 15-minute neighbourhood and access to public transport services to support the 30-minute city. This includes providing safe designated connections over key movement corridors within and bordering Sydney Olympic Park.

The active transport network will be delivered through a variety of infrastructure responses accommodating the needs of all journey types. This includes the provision of appropriate infrastructure for leisure and recreational walks whilst protecting areas of environmental conservation through to providing separated infrastructure for high-speed electrified mobility.

Figures 4.31, 4.32, 4.33 and 4.34 depict a range of examples where active transport networks are provided for the different needs and speeds of journeys.

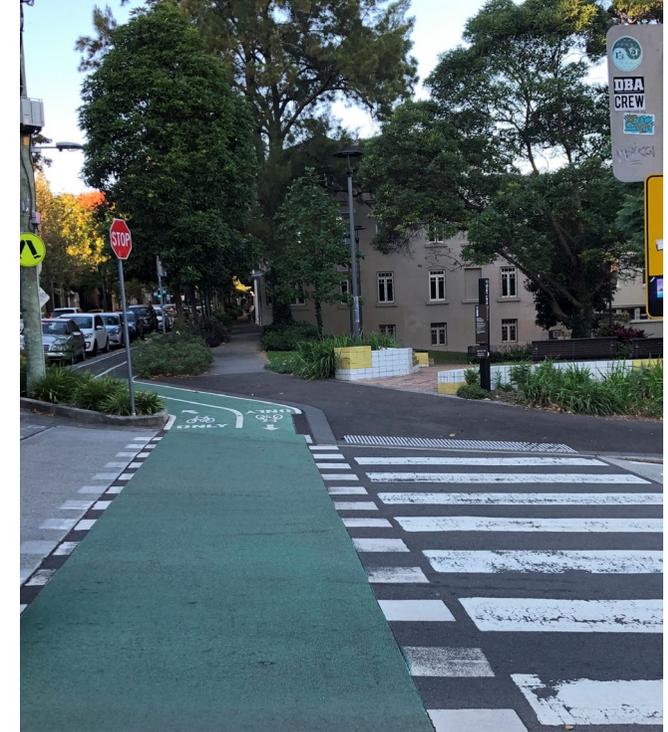
People walk and cycle for different purposes, at various speeds, and have differing needs. An elderly person accessing the hospital by bus might need to use a walking aid and walk very slowly. By comparison, a person riding to the beach with kids needs to feel safe and protected from traffic.

Accommodating all active journeys and communicating different infrastructure types is crucial to reduce potential conflicts. As depicted in Figure 4.33 path markings (in addition to signage) can be used to communicate to different user types the appropriate path for their journey.



Source: TfNSW Movement and Place

**Figure 4.31:** Shared space, Neutral Bay



**Figure 4.32:** Bi-directional bicycle lanes adjacent to pedestrian crossing, Darlinghurst Sydney



**Figure 4.33:** Separated pedestrian and bicycle path, WestConnex



**Figure 4.34:** Shared Path markings, Randwick

# 4.5 FUTURE ACTIVE TRANSPORT NETWORK

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## WALKABILITY AND LEGIBILITY OF SYDNEY OLYMPIC PARK

Every journey begins and ends as a pedestrian. The future transport network will prioritise pedestrians creating a safe walkable Sydney Olympic Park.

The Urban Centre, Eastern and Southern neighbourhoods and Stadia precinct will facilitate the safe movement with shared streets which prioritise people walking and cycling.

The high street located along Dawn Fraser Avenue will form a high activity mall facilitating active movement throughout the urban centre. This will be supported by other key streets of Herb Elliott Avenue and the shared street which is the continuation of Miluni Plaza (UC08).

Parallel walking routes to key cycle corridors will be identified with sufficient infrastructure planned to accommodate both cyclists, micro-mobility modes and pedestrians.

This includes Olympic Boulevard which will continue to form a key north-south spine with an enhanced pedestrian promenade on the eastern side of the street. It is proposed to have a minimum 6 metre path, supported by secondary pathways of 3 metres and a dedicated two-way bicycle path with a seamless transition throughout.

This is further discussed in the following sections presenting the shared active transport network (for all active modes) and walking network.

Spanning a total of 640 hectares, walkability and legibility throughout and connections between the neighbourhoods and Parklands. The future active transport network has been planned considering the scale of Sydney Olympic Park to support attractiveness of active journeys.

The Parklands provide recreation opportunities for local residents and visitors to Sydney Olympic Park. Legibility of these networks and connections to Urban Area is crucial to support appropriately managed accessibility to one of Greater Sydney's significant ecological landscapes.

New active transport connections will be supported by other approaches to support walking and cycling journeys. This includes:

- Subdivision of large blocks to increase permeability
- Ensuring development creates human-scale spaces with ground floor activation, mix of land uses, passive and active surveillance and public and street art
- A street network which aligns with the natural environment including waterways.
- Natural wayfinding and consistent wayfinding throughout the whole of Sydney Olympic Park, with opportunity to draw on digital innovations. Wayfinding to support access to connection points across key movement corridors.
- Provision of micro-mobility sharing programs such as e-bikes and e-scooters (dependent on outcomes of NSW trial)
- Enhanced gateways within and on the border of Sydney Olympic Park
- Suitable infrastructure which supports different speeds of active transport modes including electrified mobility devices.
- Multipurpose streets which support markets and car free days

## CONNECTIONS TO SURROUNDING NEIGHBOURHOODS

Sydney Olympic Park plays an important role to many of its surrounding suburbs for local open space and recreational needs. This importance will continue and increase as Sydney Olympic Park develops and key public transport, employment and retail destinations are established within.

The future active transport network will support access to Sydney Olympic Park from existing and developing adjacent neighbourhoods. This includes Newington, Carter Street, Wentworth Point and Homebush Transport Oriented Development. Examples of improved connections to surrounding neighbourhoods are outlined in the active transport interventions.



Source: [bikeauckland.org.nz](http://bikeauckland.org.nz)

**Figure 4.35:** New public space for walking and cycling, Auckland, NZ



Source: [broadsheet.com.au](http://broadsheet.com.au)

**Figure 4.36:** E-scooters, Melbourne

# 4.5 FUTURE ACTIVE TRANSPORT NETWORK

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## OVERVIEW OF THE ACTIVE TRANSPORT NETWORK

The future active transport network has been developed using a three-tiered approach which clearly articulates how different active transport journeys and modes will be accommodated in Sydney Olympic Park as well as connect to regional cycling networks beyond the boundary. The three tiers include:

- Pedestrian paths – which accommodate walking journeys of a **lower speed**
- Shared paths – which provide a shared space accommodating both walking and cycling journeys at a **medium speed**
- Cycling / micro-mobility paths – which accommodate **higher speed** journeys often of a longer distance on bikes or electrified micro-mobility modes.

This ensures that the network accommodates all people regardless of vulnerability, age, gender and background, all types of active transport journeys and journeys for all purposes. The three-tiered network is presented in Figure 4.37 and Figure 4.38.

## FUTURE PEDESTRIAN PATH NETWORK

The pedestrian path network depicted in Figure 4.37 presents the low-speed pedestrian only paths. These routes support walking journeys within the area including within environmentally sensitive areas in the Parklands.

The network supports the pedestrian experience within Sydney Olympic Park ensuring that pedestrians are separated from high-speed active transport journeys and have a high provision of amenity including canopy coverage along each route.

This network also permits human access to areas of environmental importance whilst providing a level of protection to allow them to flourish. This level of access allows residents and visitors to enjoy, learn from and mentally and physically benefit from the natural environment.

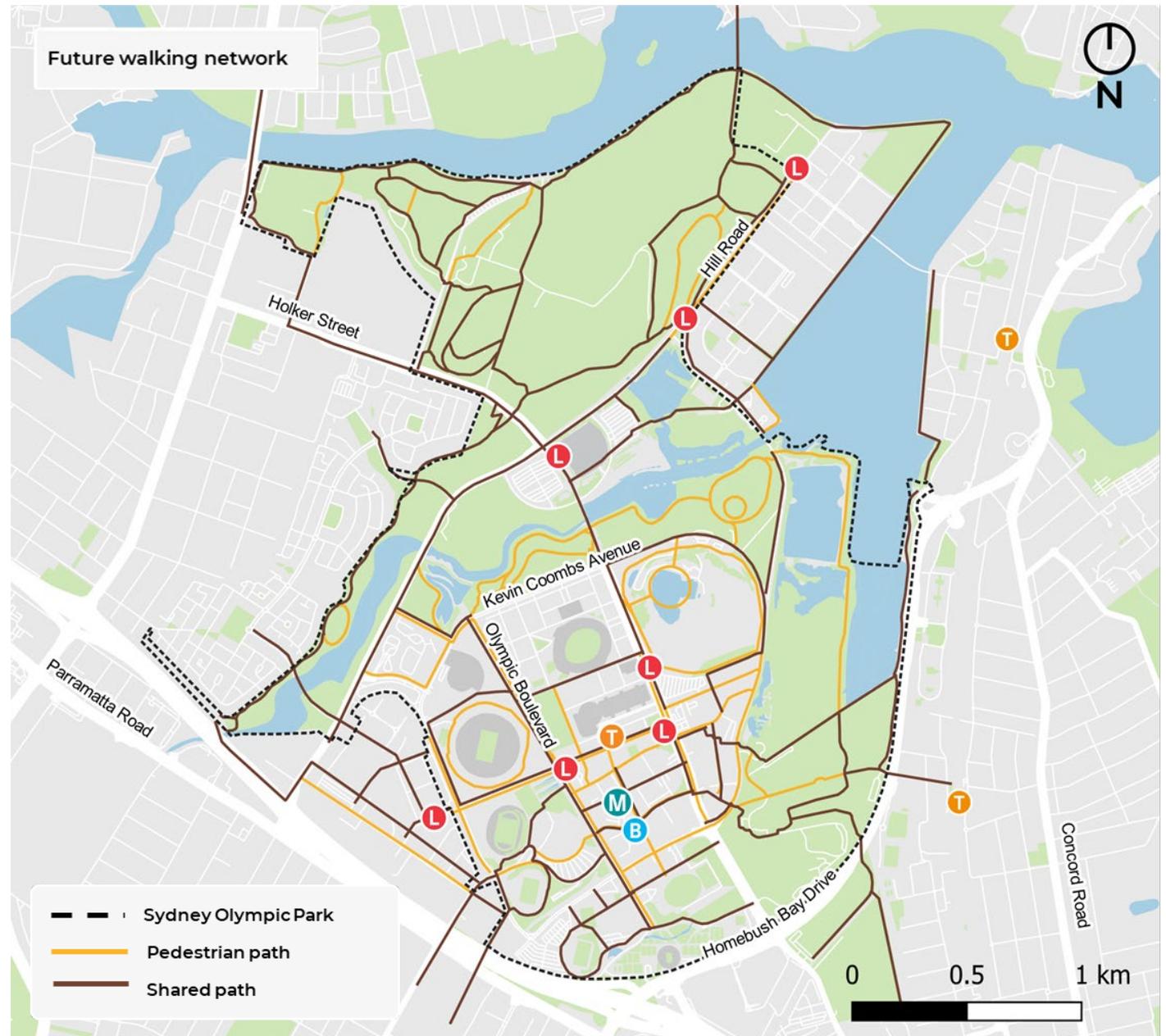


Figure 4.37: Future walking network

# 4.5 FUTURE ACTIVE TRANSPORT NETWORK

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## FUTURE SHARED PATH NETWORK

The shared path network facilitates the movement of both pedestrians and cyclists to, from and within Sydney Olympic Park. Pedestrians and cyclists share this space and supports movement of medium speed.

Conflicts between different users may arise if pedestrian and/or cyclist volumes get too high. This can be managed by providing or expanding the separated infrastructure for these modes adjacent to the shared path, other built interventions, delineation and technological speed management methods. As depicted in Figure 4.38 shared paths are commonly provided adjacent to the cycling / micro-mobility network where cyclists travelling at a high speed will be located. The development of the complete active transport network has been designed to reduce the potential for conflict to occur.

## FUTURE CYCLING / MICRO-MOBILITY NETWORK

The cycling / micro-mobility network accommodates high speed movement by active modes including on electrified micro-mobility devices such as e-bikes and e-scooters. The network does this whilst also protecting these active transport users from high-speed road environments and key movement corridors with a high number of vehicles per day.

Cycling and micro-mobility routes seek to provide a safe, direct, comfortable and enjoyable cycling experience. It is crucial for the delivery of first and last mile freight deliveries on micro-mobility modes and the targeted uptake of cycling.

The separation of high-speed journeys from other walking and cycling journeys will deliver safe active transport journeys for everyone with a high level of service. The provision of this network will enable people of all ages and abilities to utilise cycling as a mode of transport and ensure there is an attractive alternative to private vehicle use.

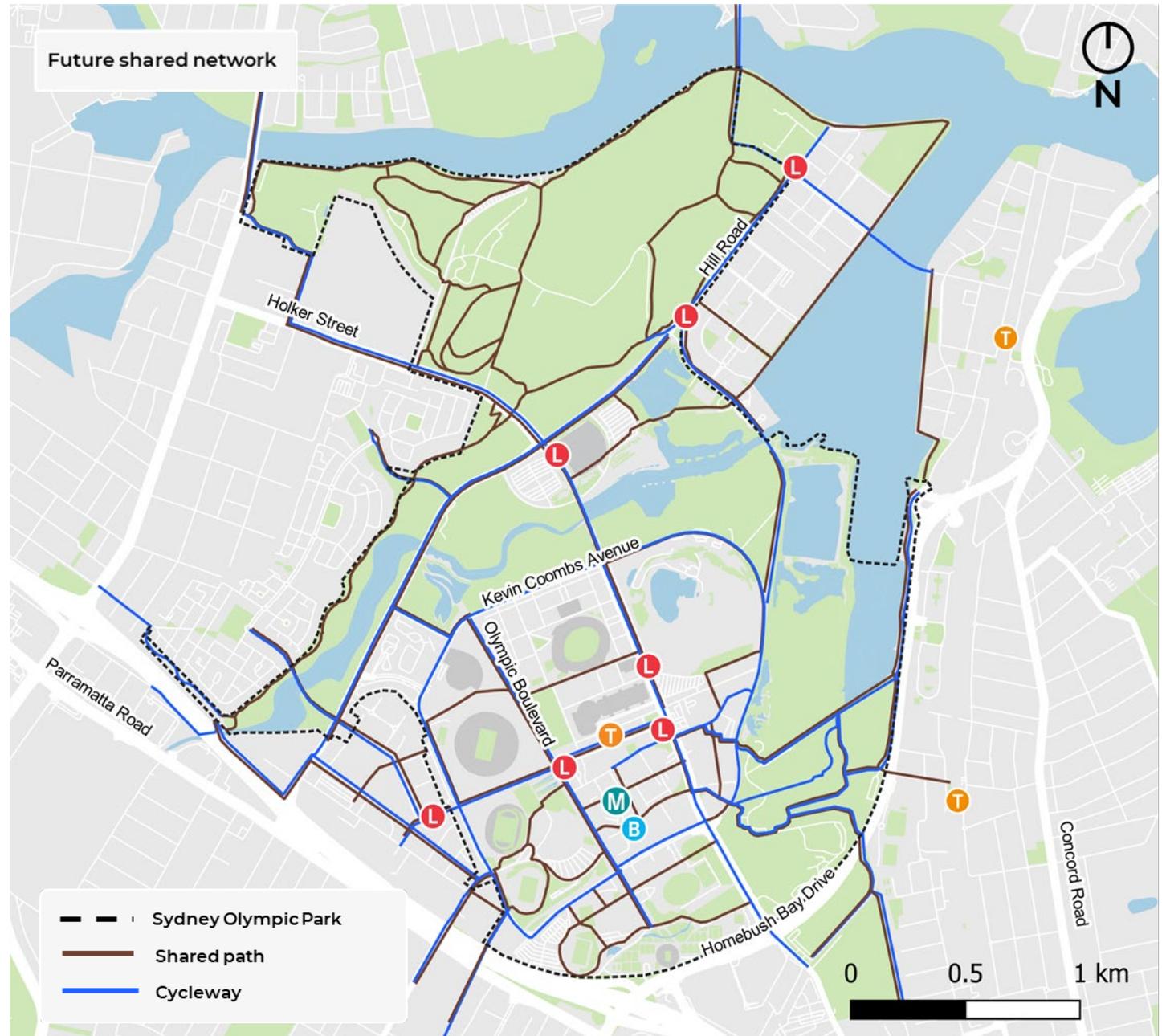


Figure 4.38: Future cycling and micro-mobility network

# 4.5 FUTURE ACTIVE TRANSPORT NETWORK

Planned public transport upgrades are leveraging existing networks to support future active transport movement the Urban Area. This includes the provision of the SMW Sydney Olympic Park Station and PLR2.

## WALKING

The SMW station site is depicted in Figure 4.39, directly fronting existing Herb Elliott Avenue, Olympic Boulevard and Figtree Drive. Pedestrian connections will be delivered and support pedestrian permeability. This includes UC06 (Precinct Street A in the SMW EIS) (adjacent to north-east side of site) and UC04 and UC05 (Precinct Street B in the SMW EIS) (adjacent to north-east side of site).

The SMW site pedestrian network will be integrated with the existing and planned network. This includes a car free connection between the Urban Area, SMW station, Stadium Australia and Cathy Freeman Park.

Pedestrian crossing facilities will be provided at both ends of Herb Elliott Avenue and Figtree Drive. The crossing at Herb Elliott will also provide access to Dawn Fraser Avenue and beyond to adjacent neighbourhoods.

UC06 and the internal east-west street are the future pedestrianised connects within and adjacent to the SMW site.

UC06 will be a high-amenity pedestrian environment and adjacent UC04 and UC05 will form part of the high street in the Urban Centre.

Vehicle movement is focussed on Herb Elliott Avenue and Figtree Drive away from the station entries. To facilitate efficient and safe pedestrian crossing there will be new crossing points on these streets to the station entry.

Analysis of pedestrian movements to and from the SMW station site is included in various reports supporting the EIS for the SMW. Figure 4.40 depicts SMW passenger boarding and alighting distribution. This indicates that interchanges with bus services on Figtree Drive will be significant and transfers to the T8 line are expected to be significantly lower. It also anticipates that a large portion of passengers will head north towards Showground Road.

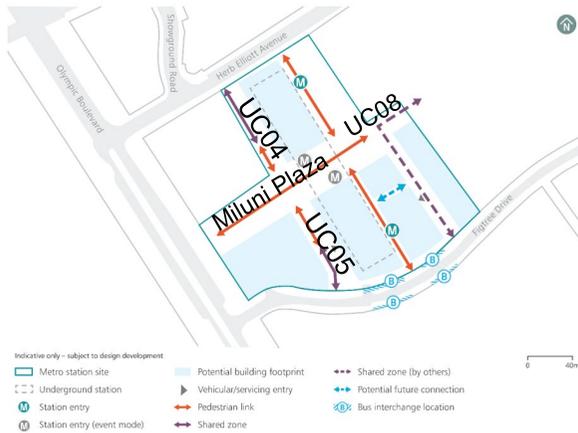
Figure 4.41 demonstrates the likely pedestrian movements from the entire SMW site. It is expected that 7% of trips to and 4% of trips from the SMW site will be by walking and 3% to and from by cycling.

## CYCLING

High quality, direct cycling connections to the SMW will support accessibility for Sydney Olympic Park's neighbourhoods and adjacent communities including the recently announced Homebush TOD.

The SMW Sydney Olympic Park station will provide cycle connections to Dawn Fraser Avenue, Showground Road, UC05 and Olympic Boulevard. Dawn Fraser Avenue and Figtree Drive will connect to existing cycling infrastructure on Olympic Boulevard.

Cyclist access to the SMW station will be achieved along UC05 and UC06 which will be a shared zone, supporting all modes. Bicycle parking will be provided on the corner of UC06 and Herb Elliott Avenue, with additional parking and end of trip facilities provided within the station development for the building's tenants, employees and visitors.



Source: Sydney Metro West Environmental Impact Statement (2022)

Figure 4.39: Sydney Metro West Sydney Olympic Park pedestrian routes



Source: Sydney Metro West EIS Technical Paper 1 – Operational Transport (2022)

Figure 4.40: Distribution of AM peak hour boarding and alighting passenger distribution



Source: Sydney Olympic Park Over and Adjacent Station Development Transport and Access Report (2022)

Figure 4.41: Distribution of AM peak hour passenger trips to/from the SMW station

# 4.5 FUTURE ACTIVE TRANSPORT NETWORK

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Identified improvements to the key future active transport network corridors are discussed below.

## HOLKER STREET – AUSTRALIA AVENUE

Holker Street and Australia Avenue form a key north south spine through Sydney Olympic Park connecting southern and northern suburbs (including Ermington and North Strathfield). It also facilitates access within Sydney Olympic Park between the Urban Area, Parklands and neighbouring Wentworth Point and Newington.

To improve Parklands access, upgrades to key crossings are proposed along Australia Avenue adjacent to the Urban Area including Grand Parade / Australia Avenue, Australia Avenue / Murray Rose Avenue and Figtree Drive / Australia Avenue. Upgrades include bicycle facilities and safety measures at the intersection as well as improved wayfinding.

Within the Parklands there will be further development of the walking and cycling network within the Armory and Blaxland Riverside Park. This includes new shared paths into the Armory from Blaxland Common, improved crossings at Holker Street / Jamieson Street and along Jamieson Street connecting key destinations within the Armory.

Leveraging the delivery of the PLR2, there is an opportunity to re-imagine Holker Street with the planned removal of bus lanes (due to the opening of the Wentworth Point Bridge) and

rerouting of event buses. This enables a segregated cycleway to be provided on the southern side.

A cycle ramp between Louise Sauvage Pathway and the western footpath of Holker Street is proposed to avoid the need to walk or cycle through a nature path to access the proposed PLR2 stop. Additionally cycle traffic signal lanterns are proposed to permit crossing of Hill Road, and associated Holker Busway signals.

Upgrades to the existing shared path on Murray Rose Avenue to link through P6 car park and connect with the Brickpit edge path is also proposed. This will help support access to recreational and passive open space for future residents of the Urban Area.

A future pedestrian bridge across Australia Avenue from the southern neighbourhood would provide access from the future civic / community facility and adjacent residential tower to Bicentennial Park.

## HILL ROAD

Hill Road provides an important connection between the urban neighbourhoods, precinct and Parklands of Sydney Olympic Park. It also provides access to Sydney Olympic Park and its various destinations for surrounding suburbs such as Newington, Wentworth Point and the Carter Street precinct.

Active transport improvements are also planned to support access to and from the proposed PLR2 stops.

South of Bennelong Parkway, additional Hill Road improvements have been identified to support the east-west corridor and connections to and from Newington. This includes a proposed upgraded crossing between the Avenue of Oceania / Louise Sauvage Pathway into Sydney Olympic Park supported by upgrades to the existing shared path for east-west connection to Hill Road.

Cycle traffic signal lanterns are proposed at the intersection of Hill Road / John Ian Wing Parade to facilitate crossing of Hill Road. This is further supporting seamless connection to Hill Road from Louise Sauvage which is also proposed to have upgraded crossing facilities.

Cycle traffic signal lanterns are proposed at the Hill Road / Pondage Link intersection to allow crossing of Hill Road, further supporting the east-west link. This is further supported by an upgraded crossing point at the Kevin Coombs and Olympic Boulevard intersection to continue the route into the Urban Area.



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## RIVER WALK – BENNELONG PARKWAY

A 91km continuous link will be delivered connecting Sydney CBD to Parramatta CBD along the Sydney Harbour Foreshore. Along the boundary of Sydney Olympic Park, the Parramatta to Sydney Foreshore Link (identified as the River Walk in Master Plan 2050) will run along Hill Road and the Parklands foreshore. A portion of the path adjacent to Parramatta River will be closed outside of daylight hours due to environmental and security considerations.

A number of improvements have been identified to improve Sydney Olympic Park's connectivity to the Foreshore Link and the destinations it serves.

For a continuous route, the Foreshore Link will need to deliver a bridge across Haslams Creek and Bennelong Parkway. The Bennelong Parkway cycle path part of the Foreshore Link will be delivered to support east-west connections. Additionally, it is proposed that the Bennelong Parkway path is widened adjacent to Wentworth Point to provide off-road access to the Parklands along Hill Road.

Upgrades to crossing points along Bennelong Parkway will support access to the Foreshore Link and the broader active transport network. This includes a crossing at the Archery Park and Bennelong Parkway.

An improved north-south connection along Hill Road between Bennelong Parkway and the Sydney Olympic Park Ferry Wharf has been identified, supporting active and multi-modal journeys, connecting to the wider Foreshore Link.

A number of crossing improvements and cycle traffic signal lanterns are proposed to provide active movement at key intersections. This includes the provision of a traffic signal lantern at Hill Road / Footbridge Boulevard to allow access of crossing Hill Road to the proposed PLR2 stop and a continuous east-west route on the Bennelong Bridge. A traffic signal lantern at the intersection of Hill Road / Bennelong Parkway is proposed to support the crossing of Hill Road to Stromboli Street within Wentworth Point.

To further support the crossing of Hill Road, two crossing upgrades are also proposed at Hill Road / Verona Drive and Hill Road / Stromboli Street.

## OLYMPIC BOULEVARD AND PONDAGE LINK

Olympic Boulevard will continue to provide a key north-south active boulevard within Sydney Olympic Park, catering for all active journeys including high-speed micro mobility modes. To facilitate active journeys at key intersections, a new traffic lantern is proposed at Olympic Boulevard / Fig Grove and an upgraded traffic signal lantern at Olympic Boulevard / Sarah Durack Avenue.

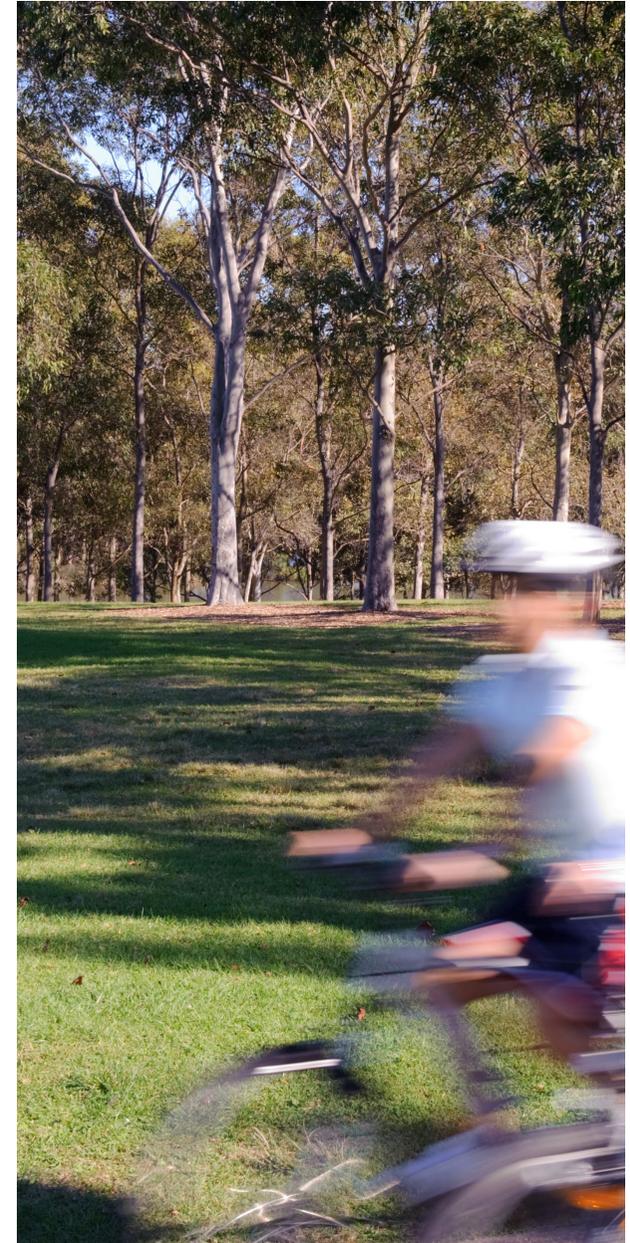
## HERB ELLIOTT AVENUE, PARKVIEW DRIVE AND EDWIN FLACK AVENUE

Edwin Flack Avenue supports Olympic Boulevard as an adjacent north-south spine, adjoining the Carter Street precinct. An upgraded crossing point adjacent to Stadium Australia will deliver improved access to the Urban Area and event destinations from the west.

Additional active transport improvements supporting access between the Carter Street precinct, Edwin Flack Avenue and Sydney Olympic Park are outlined on the following page.

## SARAH DURACK ACTIVE TRANSPORT BRIDGE

To support connectivity throughout the Urban Area, specifically between the Urban Centre and Southern Neighbourhoods an active transport bridge is proposed across Sarah Durack Avenue. This bridge will provide significant improvements for walking and cycling journeys throughout Sydney Olympic Park through increase the number of north-south connections.



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## CARTER STREET PRECINCT

The Carter Street precinct will see up to 6,200 dwellings and 12,000 square metres of retail floor space adjacent to Sydney Olympic Park. Figure 4.42 presents the planned pedestrian and cycle network of the precinct, including key connections to Sydney Olympic Park and Lidcombe.

Pedestrian and cyclist access between Carter Street and Sydney Olympic Park will be facilitated at various points along Edwin Flack Avenue and Hill Road. The key east-west pedestrian spine will connect to Birnie Avenue / Shane Gould Avenue and Hill Road. It is proposed that the Carter Street / Birnie Avenue crossing should be upgraded to provide bicycle facilities, safety upgrades and wayfinding.

It is critical that the walking and cycling networks are aligned between the two precincts. This is as both precincts will be reliant on one another for access to key destinations including open green space, recreation destinations and schools.

## PIPPITA RAIL TRAIL

Previously mentioned in Section 2.3 Future transport projects, the Pippita Rail Trail will provide a pedestrian and cycling connection over Parramatta Road from Cumberland Council into Sydney Olympic Park. Additional infrastructure will be required to connect the Pippita Rail Trail to Sydney Olympic Park's existing and planned active transport network. This includes an additional bridge across Edwin Flack Avenue to link the Pippita Rail Trail in line with the ridge line of the warm up track within Sydney Olympic Park.

## POD C COACH PARKING ACTIVE TRANSPORT CONNECTION

Pod C coach parking area located between Edwin Flack Avenue in the east, Hill Road to the west and Old Hill Link in the north. There is an existing underground tunnel access from to the Stadia precinct beneath Edwin Flack Avenue via the P1 Car Park. This underground active transport connection provides a safe and direct route across a key road. Whilst, this coach parking area is identified for redevelopment in Master Plan 2050, it is recommended that the existing connection remains to support the wider active transport network at the western boundary of Sydney Olympic Park.



Source: Carter Street Precinct Development Framework (2020)

Figure 4.42: Carter Street pedestrian and cycle network

# 4.5 FUTURE ACTIVE TRANSPORT NETWORK

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## HOME BUSH TRANSPORT ORIENTED DEVELOPMENT – ACCELERATED PRECINCT

The Homebush Transport Oriented Development (TOD) is one of eight accelerated precincts which will support the delivery of more well-located and affordable housing near highly accessible transport hubs, amenities and jobs. In Homebush this will see up to 18,000 new homes and 3,000 new jobs supported by enhanced open spaces and improved walking and cycling connections. Ensuring connectivity between the two precincts is critical to supporting sustainable travel behaviour and accessibility to key destinations.

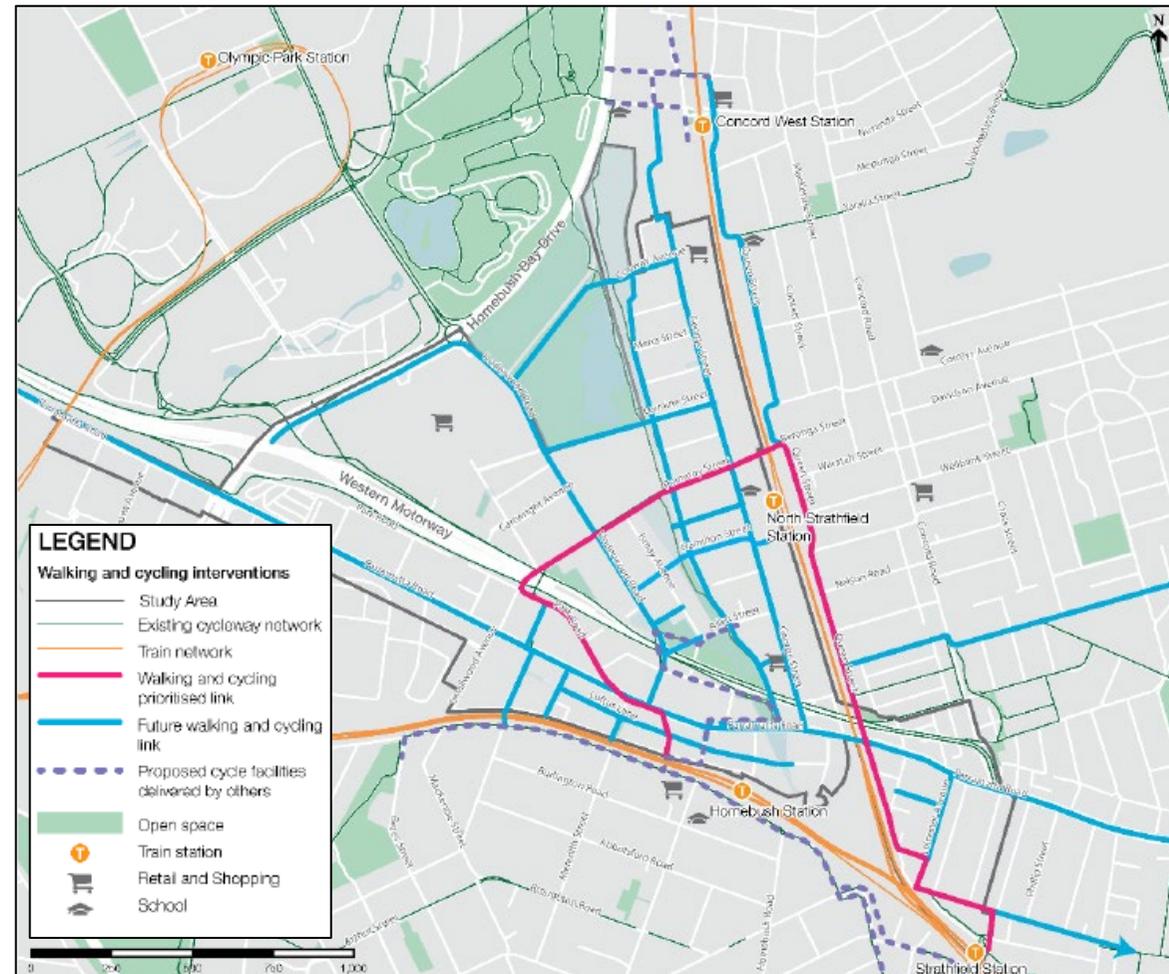
The future network seeks to improve local connections, allowing people to access local destinations and establishes a network which connects regionally and beyond the precinct.

This includes a key walking and cycling link on Queen Street, Pomeroy Street and Park Road. This key spine will support access to the medium and higher density areas of the precinct. Access to this area will be supported through key connection between the Homebush TOD precinct and Sydney Olympic Park via the green corridor connection along Powells Creek and via Australia Avenue and the Carter Street Precinct.

As outlined in Figure 4.43 an extensive future walking and cycling network is defined by the precinct which seeks to enhance east-west connections, particularly across Powells Creek and to the precincts various destinations.

To support broader movement needs a number of new streets have been identified, including:

- New local streets between Pomeroy Street and Conway Avenue, along Powells Creek from Pomeroy Street and Allen Street
- New street between Ismay Avenue and Underwood Road improving permeability and a new street between the closed southern end of Ismay Avenue and Underwood Road
- Proposed realignment of Cooper Street, allowing for improved traffic movement and an intersection with Leicester Avenue
- New north-south street between Hilts Road and realigned Cooper Street allowing services and access to development lots along Leicester Avenue.



Source: Homebush TOD Rezoning – Precinct Transport Statement (2024)

**Figure 4.43:** Homebush Transport Oriented Development Precinct – Future walking and cycling network interventions

# 4.5 FUTURE ACTIVE TRANSPORT NETWORK

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## ACTIVE TRANSPORT NETWORK RECOMMENDATIONS - OVERVIEW

Sydney Olympic Park's existing extensive active transport network will be enhanced through a series of 60 cycling network improvements, consisting of:

- Upgraded crossing points
- Traffic signal crossing lanterns
- Proposed traffic signals
- Active transport bridges and ramps

Cycling improvements should meet Transport's Cycleway Design Toolbox, particularly where traffic speeds are greater than 30km/h.

Funding proposed upgrades will be achieved through a variety of means including leveraging off broader infrastructure projects, through public private partnerships and joint funding with local and state government.

The proposed interventions seek to support and leverage broader cycle infrastructure projects including the Sydney to Parramatta Foreshore Shared Path and the Pippita Rail Trail are outlined in Figure 4.44. This includes:

- New Wentworth Point Bridge delivered in conjunction with PLR2
- Various path upgrades along Hill Road with the delivery of PLR2
- A new north-south shared path connection along Bennelong Parkway (eastern side) between Badu Mangroves and Archery Park
- New bridge across Haslams Creek to connect the Foreshore Link
- New bridge across Edwin Flack Avenue to link Pippita Rail Trail within Sydney Olympic Park
- New bridge across Australia Avenue to link the southern neighbourhood with Bicentennial Park

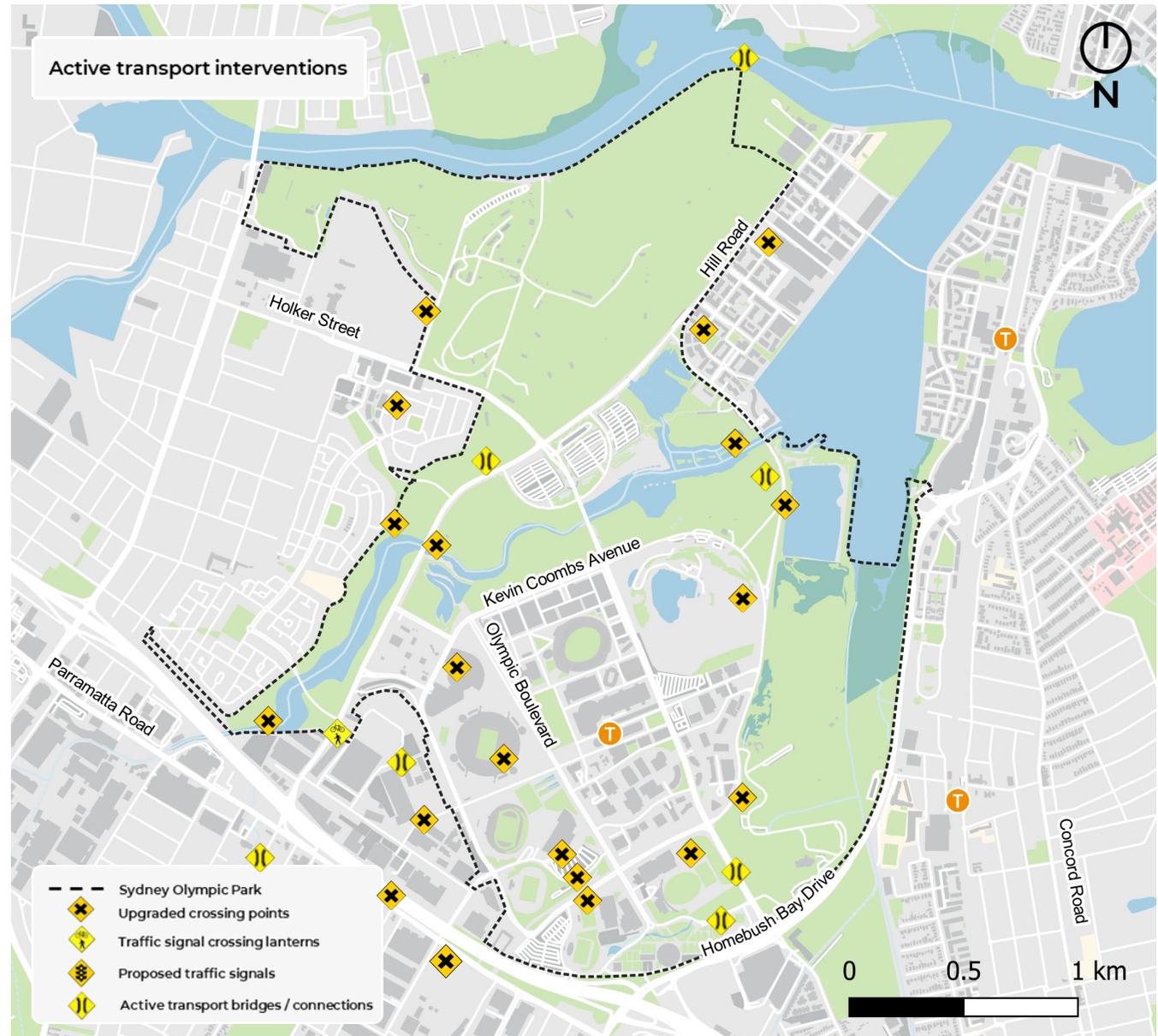


Figure 4.44: Active transport infrastructure

# 4.5 FUTURE ACTIVE TRANSPORT NETWORK – PRIORITISED IMPROVEMENTS

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## ACTIVE TRANSPORT NETWORK RECOMMENDATIONS - OVERVIEW

Sydney Olympic Park's existing extensive active transport network will be enhanced through a series of cycling network improvements led by the Sydney Olympic Park Authority (SOPA), Transport for NSW (TfNSW) and City of Parramatta (CoP), consisting of:



**Table 4.4:** Future active transport network improvements for key active transport corridors

Corridor	Network element	Name	Purpose	Lead Agency
Holker Street – Australia Avenue	Crossing	Holker Street and Jamieson Street crossing	Access from Holker Street into the Riverfront Park (including Newington Armory) via a new signalised intersection with walking and cycling traffic signal lanterns	SOPA
Holker Street – Australia Avenue	Crossing	Jamieson Street and Blaxland Riverside Park	Access from Jamieson Street to Blaxland Riverside Park and Newington Nature Reserve	SOPA
Holker Street – Australia Avenue	Ramp	Holker Street Cycle ramp	To link Louise Sauvage Pathway to Holker Street western side shared path to avoid the need to walk or cycle through nature path to access the P5 Car Park PLR2 stop	SOPA
Holker Street – Australia Avenue	Crossing	Holker Street and Hill Road	Traffic signal crossing lanterns at Holker Street and Hill Road intersection for cyclists on this key north-south commuter corridor and access to light rail stop	TfNSW
Holker Street – Australia Avenue	Crossing	Traffic signals	Traffic signals on Australia Avenue at Grand Parade and Murray Rose Avenue to support cycling and walking access between Stadia Precinct and Eastern neighbourhood and between the Urban Centre and Eastern Neighbourhoods.	TfNSW
Holker Street – Australia Avenue	Crossing	Australia Avenue and Herb Elliott Avenue	Traffic signal crossing lantern supporting access between Urban Centre and Eastern neighbourhoods	TfNSW
Holker Street – Australia Avenue	Crossing	Australia Avenue and Figtree Drive	Upgraded crossing point at Figtree Drive and Australia Avenue	SOPA
Holker Street – Australia Avenue	Bridge	Australia Avenue	Active transport bridge / connection across Australia Avenue connecting the Southern neighbourhood with Bicentennial Park	SOPA
Holker Street – Australia Avenue	Shared path	Holker Street – Australia Avenue	Shared path western side of Holker Street to Kevin Coombs Avenue and Australia Avenue between Herb Elliott Avenue and Figtree Drive on the western side	SOPA
Holker Street – Australia Avenue	Cycleway	Holker Street – Australia Avenue	Upgraded cycleway north-east side of Holker Street and Australia Avenue to Murray Rose Avenue	SOPA
Hill Road	Crossing	Hill Road traffic signals	Proposed traffic signals at Hill Road and Footbridge Boulevard, Hill Road and Bennelong Parkway.	TfNSW
Hill Road	Crossing	Hill road crossing points	Upgraded crossing points at key intersections along Hill Road including at Verona Drive, Baywater Drive and Ave of Oceania (including an additional upgrade at Ave of Oceania and Newington Road)	CoP
Hill Road	Crossing	Hill Road traffic signal lanterns	Traffic signal crossing lanterns provided at Hill Road at intersections with John Ian Wing Parade, Old Hill Link and Pondage Link to continue active movement into the Urban Area.	TfNSW
Hill Road	Shared path	Hill Road shared path	Provide shared path on south-eastern side of Hill Road between Bennelong Parkway and Old Hill Link to support active travel movement.	SOPA
River Walk – Bennelong Parkway	Bridge	Haslams Creek Bridge	Bridge connection to provide a continuous Foreshore Link	TfNSW
River Walk – Bennelong Parkway	Crossing	Archery Park and Bennelong Parkway	Crossing to Archery Park and Bennelong Parkway to support access to the Foreshore Link	CoP

# 4.5 FUTURE ACTIVE TRANSPORT NETWORK – PRIORITISED IMPROVEMENTS

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**Table 4.5:** Future active transport network improvements for key active transport corridors (continued)

Corridor	Network element	Name	Purpose	Lead Agency
River Walk – Bennelong Parkway	Cycleway	Haslams Creek cycleway	Provision of a cycleway over the Haslams Creek active transport bridge	TfNSW
Olympic Boulevard and Pondage Link	Crossing	Sarah Durack traffic signal crossing lantern	Traffic signal crossing lantern at Olympic Boulevard and Sarah Durack Avenue to support access from the Urban Area and Sports and Civic precinct to the Southern neighbourhood.	SOPA
Olympic Boulevard and Pondage Link	Crossing	Upgraded crossing points	A number of upgraded crossing points to connect the Sports and Civic and Stadia precincts to various neighbourhoods including at Kevin Coombs Avenue, Grand Parade, Herb Elliott Avenue, Miluni Plaza and Figtree Drive.	TfNSW
Olympic Boulevard and Pondage Link	Crossing	New traffic signal at Dawn Fraser	Traffic signal delivered proposed as part of the PLR2 project.	TfNSW
Olympic Boulevard and Pondage Link	Cycleway	Olympic Boulevard and Pondage Link cycleway	Cycleway provided on the western side of Olympic Boulevard and Pondage Link as a key north-south cycleway corridor throughout Sydney Olympic Park.	SOPA
Olympic Boulevard and Pondage Link	Shared path	Pondage Link shared path	Shared path on eastern side of Pondage Link to support access from the Parklands to the Urban Area.	SOPA
Herb Elliott Avenue, Parkview Drive and Edwin Flack Avenue	Crossing	Stadium Australia crossing point	Upgraded crossing point on Edwin Flack Avenue adjacent to Stadium Australia will deliver improved access to the Urban Area and event destinations from the west.	SOPA
Herb Elliott Avenue, Parkview Drive and Edwin Flack Avenue	Crossing	Proposed traffic signals	Proposed traffic signals at Parkview Drive and Bennelong Parkway to improve connectivity between the Urban Area and Bicentennial Parklands.	TfNSW
Herb Elliott Avenue, Parkview Drive and Edwin Flack Avenue	Cycleway	Herb Elliott Avenue and Parkview Drive cycleway	Proposed cycleway on the southern side of Herb Elliott Avenue and Parkview Drive between SMW station and Bennelong Parkway.	SOPA
Herb Elliott Avenue, Parkview Drive and Edwin Flack Avenue	Shared path	Herb Elliott Avenue through to Edwin Flack Avenue shared path	Proposed shared path along western portion of Herb Elliott Avenue to Edwin Flack through Athletics Track and Aquatic Centre.	SOPA
Herb Elliott Avenue, Parkview Drive and Edwin Flack Avenue	Crossing	Traffic signal lanterns	Proposed traffic signal lanterns at Edwin Flack Avenue and Dawn Fraser Avenue and Birnie Avenue to improve connectivity between Sydney Olympic Park, Carter Street Precinct and Lidcombe.	TfNSW
Sarah Durack bridge	Crossing	Active transport bridge	A new active transport bridge across Sarah Durack Avenue connecting the Urban Area with the Southern Neighbourhood	SOPA
Pippita Rail Trail	Crossing	Connecting to Pippita Rail Trail	New bridge across Edwin Flack Avenue to link Pippita Rail trail with ridge line of warm up track	SOPA

# 4.6 FUTURE TRAFFIC OPERATIONS

The road network serving Sydney Olympic Park is subject to several major road upgrades in the near future.

Over the coming years, Hill Road will form an increasingly important road link in a growing and developing part of Greater Parramatta and Western Sydney.

As illustrated in Figure 4.45, Transport for NSW proposed upgrade of Hill Road including the following key features:

- upgrading the intersection of Parramatta Road, Hill Road and Bombay Street to improve intersection capacity:
  - dedicated dual right turns from Hill Road into Parramatta Road (westbound)
  - new left turn lane from Parramatta Road into Hill Road (northbound)
  - additional through lane from Bombay Street into Hill Road (northbound)
  - additional right turn lane from Bombay Street into Parramatta Road (eastbound)
- widening and signalling the M4 eastbound off ramp into Hill Road
- modifying the intersection at Hill Road and Carter Street to prohibit right turn into Carter Street from Hill Road and reduce the disruption to the through traffic on Hill Road
- upgrading and adding a new fourth approach at the intersection of Hill Road and John Ian Wing Parade
- kerb modifications to facilitate B-Double movements at the intersection of Birnie Avenue and Parramatta Road

The intersection performance of Hill Road at Carter Street would improve substantially from the proposed upgrade. However, the intersections of Hill Road at Parramatta Road and Parramatta Road at Birnie Avenue would still operate unsatisfactorily and remain as network constraints for Sydney Olympic Park.



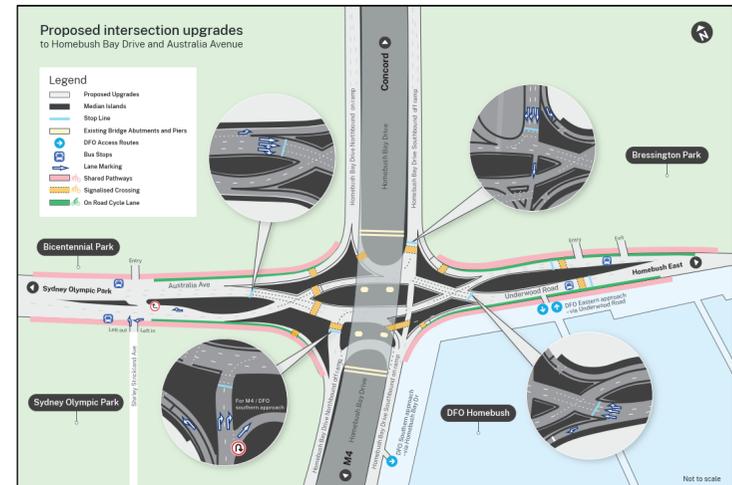
Source: TfNSW

**Figure 4.45:** Proposed Hill Road upgrade

In April 2022, Transport for NSW announced the preferred intersection upgrade option for Homebush Bay Drive at Australia Avenue. In late 2024, the project received additional funding from the Commonwealth Government. The preferred option of Diverging Diamond Interchange (DDI) is anticipated to provide some key benefits including improved traffic flow and travel time savings for all road users during both commuting peaks and event peaks.

This proposed intersection upgrade once implemented (Figure 4.46) would remove the biggest constraint in the surrounding network and greatly improve the gateway access to the Sydney Olympic Park including Bicentennial Park.

It is recommended that the westbound right turn from Australia Avenue into Bicentennial Park have a dedicated signalised right turn only movement which is triggered on demand with a set traffic signal cycle time. This would allow traffic to access the Parklands under controlled conditions without impact the operation of the new diverging diamond interchange. The eastbound traffic approaching Homebush Bay Drive would only be stopped infrequently as vehicles access the park. This entrance has increased in importance with the recent development of the Homebush TOD which is relying on Bicentennial Park to meet its open space requirements.



Source: TfNSW

**Figure 4.46:** Proposed intersection upgrade

# 4.6 FUTURE TRAFFIC OPERATIONS

Transport for NSW is proposing to improve traffic and safety at the intersection of Silverwater Road and Holker Street. The proposed design would help to ease congestion, improve travel times and safety for all road users. This include visitors to the Blaxland Riverside Park who are expected to save travel times when travelling through this gateway location.

As illustrated in Figure 4.47, the key features of the intersection upgrade include:

- Widening Silverwater Road on the southbound approach to provide an additional left turn lane into Holker Street
- Widening Holker Street on the westbound approach to provide an additional right turn lane into Silverwater Road northbound, and an extended left turn and through lane into Silverwater Road southbound
- Upgrading existing traffic lights
- Repositioning one bus stop on Silverwater Road and two bus stops on Holker Street.

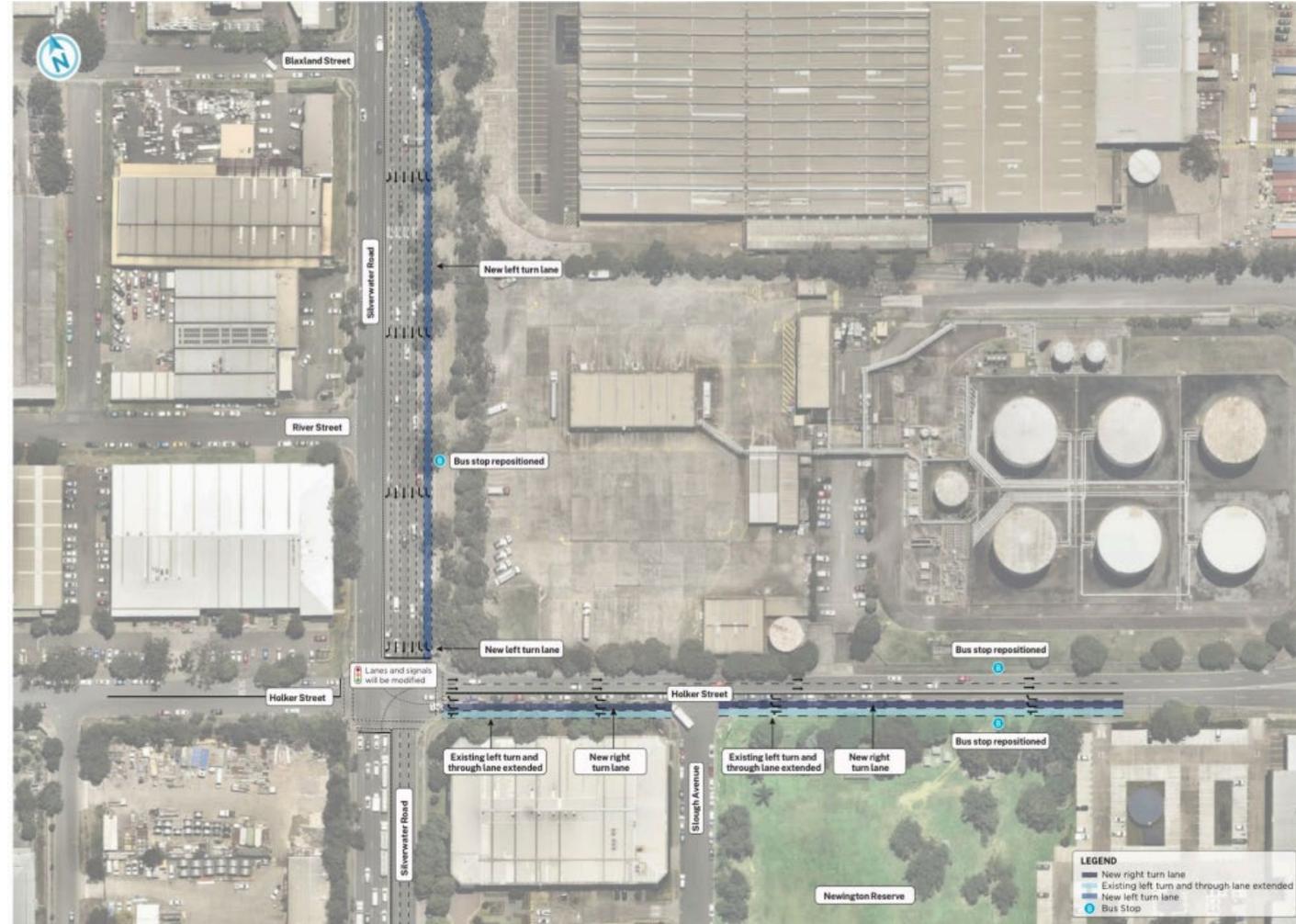
Traffic modelling undertaken for the upgrade showed the proposed upgrades will significantly benefit the performance of the intersection and reduce queue lengths and travel times through the intersection.

Funding for the delivery of these works is subject to a business case process (which includes a benefit cost assessment) and funding availability against competing priorities.

With the construction of the Wentworth Point Bridge across the Parramatta River for PLR2, there is an opportunity to review the future requirement for dedicated bus lanes on Holker Street which were implemented for the primary use of major event buses. The bus priority provided by this new bridge will facilitate faster and more reliable journey times for event buses travelling to the north and northwest when compared to the existing route which enters onto Silverwater Road south of the network constraint of the four lane Silverwater Bridge.

Through road space reallocation on Holker Street through removal of the surplus event bus lanes, the road space could be reallocated for a dedicated cycleway for commuters who are currently restricted from using the Foreshore Link outside of daylight hours due to environmental and security considerations. Holker Street provides a safe and direct route for commuters travelling between Greater Parramatta and Sydney Olympic Park. This opportunity has also been identified by the City of Parramatta.

Landscaping and crossing improvements for pedestrians and cyclists would also benefit the adjacent residents and workers within the suburb of Newington to access the Parklands, Armory and the Parramatta River.



Source: TfNSW

**Figure 4.47:** Proposed Silverwater Road and Holker Street upgrade

# 4.6 FUTURE TRAFFIC OPERATIONS

## IMPROVING TRAVEL CHOICES

To achieve a car lite suburb whilst maintaining the appropriate levels of access for freight and other trip purposes, a move away from a “predict and provide” approach to managing road network capacity to a “vision and validate” approach is essential. This will require a focus of improving travel mode choices, increasing public transport access, managing car parking supply, reallocating road space to public transport where required and supporting active transport modes such as walking and cycling.

A blend of infrastructure provision, service level increases and the implementation of progressive policy decisions will assist in achieving the place-based objectives of the Sydney Olympic Park vision of being Sydney’s beating green heart.

The construction of SMW is the key transport infrastructure investment which is likely to impact positively on the performance of the regional road network. Sydney Olympic Park will be served by a turn-up and go public transport system linking the Central River City to the Eastern Harbour City and on to the Western Parklands City in future stages. Its integration with the Sydney Trains network at North Strathfield, Parramatta and the Sydney CBD will ensure its catchment is extended on the heavy rail network beyond SMW itself as outlined in Figure 4.48. It will also free up capacity of the T1 Line which has benefits to the connection to the T7 Line at Lidcombe.

The associated local feeder bus networks that will connect to the metro station will also reduce the requirement for short car-based trips within the Olympic Peninsula. There are also opportunities to establish rapid bus services through the suburb to link with other major centres in the Central River City and beyond. These bus services are likely to share the same road space as general vehicles using the suburb. The Sydney Metro project team has already developed bus priority measures for these feeder services.

The proposed construction of PLR2 and the Wentworth Point bridge will supplement the regional public transport accessibility in addition to that introduced for SMW and its

associated bus services. The Wentworth Point Bridge as a committed early stage of PLR2 will broaden the catchment of bus services to Sydney Olympic Park the north with a potential to restructure event bus routes in the future away from the congestion of the parallel north-south road corridors of Silverwater Road and Homebush Bay Drive. The introduction of light rail into Sydney Olympic Park is likely to impact on traffic capacity at two key intersections on the local road network, the intersection of Hill Road and Holker Street and on Australia Avenue near the combined intersection of Australia Avenue / Murray Rose Avenue / Dawn Fraser Avenue.

The multi-billion dollar investment in SMW and the proposed PLR2 provides the catalyst to revisit parking supply both in public car parks for events and within developments for workers and residents now that a high-quality low carbon alternative to the use of private vehicles has been provided. This significant investment in public transport underpinned the development uplift previously approved under the Interim Master Plan.



Source: Sydney metro West – Interactive portal (accessed 2023)

Figure 4.48: Sydney Metro West alignment and stops

## QUALITATIVE TRAFFIC ASSESSMENT

Based on first principles traffic engineering and transport planning and the uncoordinated results of numerous traffic assessment undertaken for government stakeholders such as TfNSW and SOPA in the past five years (as outlined throughout Chapter 3), the local road network is likely to experience ongoing capacity constraints into the future despite the current identified road upgrade projects.

Previous versions of the Sydney Olympic Park Master Plan have regularly identified that incremental intersection improvements are required with a focus on the corridors which extend from the four gateways to the Olympic peninsula at:

- Silverwater Road / Holker Street
- Parramatta Road / M4 Motorway / Hill Road
- Parramatta Road / Birnie Avenue
- Homebush Bay Drive / Australia Avenue

The key findings of the qualitative traffic assessment are described by the relative corridors and associated intersection upgrades proposed to support Master Plan 2050 which incorporates existing projects such as:

- Hill Road widening
- Homebush Bay Drive intersection upgrade
- Silverwater Road / Holker Street upgrade
- Traffic modifications associated with the introduction of light rail (PLR2)

# 4.6 FUTURE TRAFFIC OPERATIONS

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## HILL ROAD CORRIDOR

The operation of the Hill Road corridor is heavily influenced by development within the suburbs of Carter Street, Newington, Sydney Olympic Park and Wentworth Point. This corridor is the primary access route from the M4 Motorway, Parramatta Road and Silverwater Road (via Holker Street). It is the only road access to the extensive Wentworth Pont development. It is also the primary access to the major off-street car parks of P1 and P5 within Sydney Olympic Park. It also supports event bus routes accessing the Plaza Bus terminal on Olympic Boulevard during major events.

A road capacity improvement project by TfNSW for Hill Road and access to and from the M4 Motorway has been ongoing for some years. This capacity improvement is to support the redevelopment precincts listed above.

The major network changes that are likely to eventuate from this project is the restriction of access into and out of Carter Street at its intersection with Hill Road. This intersection is being modified to be left-in, left-out only with access to the Carter Street Precinct moved to an upgrades intersection of Hill Road and John Ian Wing Parade.

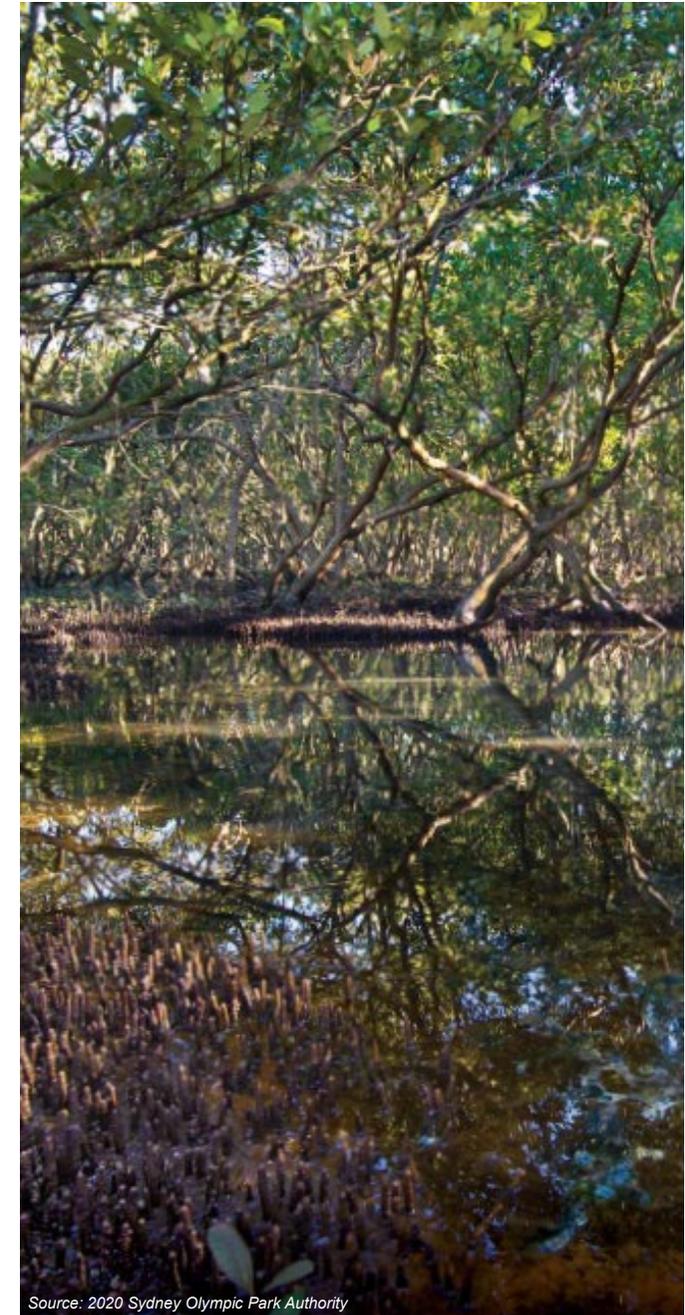
John Ian Wing Parade is currently the south-eastern access into the suburb of Newington. This upgraded intersection is likely to become the main access and front door to the redeveloped Carter Street precinct which is being transformed into a high-density residential suburb with associated business park land uses remaining on the western edges of Carter Street adjacent to the M4 Motorway. This intersection is likely to become a constraining factor within the network as it provides primary road access to all development areas within the Carter Street precinct including a new primary school.

The next key intersection along Hill Road is its intersection with Holker Street and the Holker Street Busway. This intersection is likely to reduce in performance over time due to the growing demands on the Olympic Peninsula which currently have low level access to public transport e.g. local bus services only. If the proposed PLR2 is approved, the

operation of this intersection is likely to reduce in performance due to the long cycle times required for the light rail vehicles to make a 90 degree turn from its dedicated right of way parallel to Hill Road into the roadway and new light rail stop currently located on the Holker Busway adjacent to the new Wave Park.

Through the planning undertaken to date for the PLR2 project, numerous intersection configurations have been investigated to optimise the traffic performance. The new Wave Park and the protected areas of the adjacent wetlands, there is little or no scope to add additional traffic lanes on Hill Road at this intersection. This is likely to create a local road network constraint for general traffic to the benefit of improved public transport services i.e. light rail and feeder buses to the SMW station. The new Wave Park has significantly reduced the parking supply of the P5 Car Park by 840 spaces. Master Plan 2050 also proposes to remove further parking from P5 Car Parks Pod A and Pod C for sporting facilities and recreational playing fields with an approximate total reduction of 2,000 spaces (500 remaining).

The next key constraint on Hill Road is its intersection with Bennelong Parkway. This formerly priority-controlled intersection has been a network constraint for some time. It has recently been converted to a signalised intersection which will significantly optimise its performance. It should be noted that the proposed Paramatta Light Rail Stage 2 does not operate through this intersection and interact with traffic signal phasing as it operates within its own parallel segregated corridor located to the north of Hill Road.



Source: 2020 Sydney Olympic Park Authority

# 4.6 FUTURE TRAFFIC OPERATIONS

## HOLKER STREET CORRIDOR

The Holker Street corridor is proposed to undergo an upgrade at the intersection with Silverwater Road. With the increase in development along this corridor it is likely to continue to reduce in performance over time. The level of performance degradation may be constrained by the performance of Silverwater Road itself. The network constraint remains the capacity of the Silverwater Bridge which has two lanes in each direction. It is understood that there are no plans to upgrade this river crossing to increase its throughput.

There is also an opportunity for the reduction of traffic on Holker Street when the Wentworth Point Bridge is constructed in preparation for PLR2. This will allow the re-routing of event and regular buses via the new bridge to avoid the constraints of the Silverwater Road corridor. This could facilitate road space reallocation through the removal of the bus priority lanes installed in 1997 for major event bus use only.

Master Plan 2050 identifies the desire to increase visitation to the Parklands of Sydney Olympic Park, specifically Armory & Blaxland Riverside Park. The intersection of Holker Street / Jamieson Street remains as a priority controlled intersection which limits the performance and future capacity to accommodate an increase in visitation to this section of the Parklands. No alternative access is available off the road network to access this section of the Parklands.

This intersection also has no pedestrian or cycling facilities to support access from the established suburb of Newington located on the western side of Holker Street. Master Plan 2050 identifies the requirement to upgrade this intersection with the appropriate treatment to facilitate more Parklands access for general traffic, pedestrians and cyclists in line with opening up the Armory and its regional open space status.

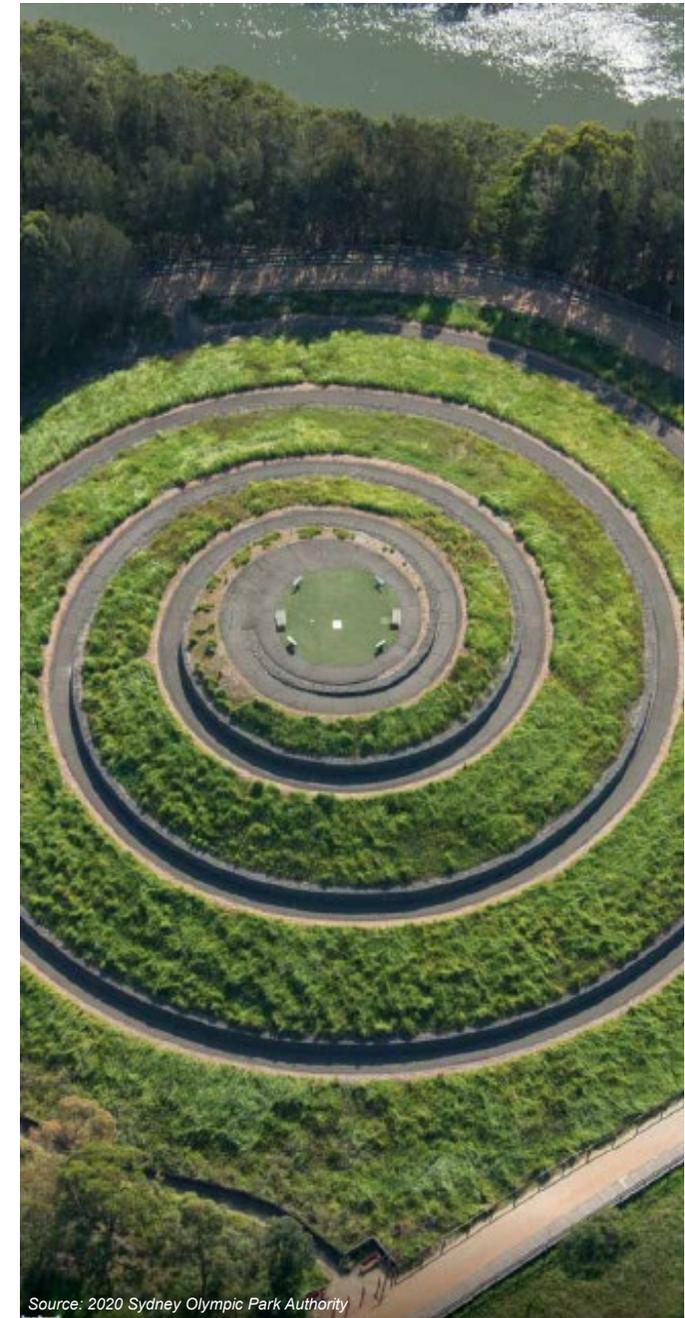
## SARAH DURACK AVENUE / EDWIN FLACK AVENUE / BIRNIE AVENUE CORRIDOR

The next key corridor is Sarah Durack Avenue / Edwin Flack Avenue / Birnie Avenue. This corridor forms part of the four avenues of the Urban Area of Sydney Olympic Park, provides access to numerous neighbourhoods and the major off-street car parks of P2, P3, P4 and P7 and is a parallel corridor to Hill Road within the local road network.

For some time, this corridor has acted as a “rat run” for through traffic avoiding the A3 (Homebush Bay Drive) and congestion in Strathfield / Lidcombe around the Arthur Street intersection. Previous surveys by SOPA have shown that through traffic makes up between 30-40% of all traffic. The performance of this corridor at its intersection with Parramatta Road is likely to continue to deteriorate in line with the growth in traffic from the adjacent Carter Street precinct as identified in the traffic study undertaken for the Hill Road widening project.

This intersection performance will likely impact the attractiveness of this route as a “rat run” potentially realising more capacity for local trips for the Carter Street precinct and Sydney Olympic Park. This in turn will also reduce the amount of unnecessary through traffic using the key intersection of Australia Avenue, Sarah Durack Avenue and Bennelong Parkway.

As the parallel corridor to Hill Road, Birnie Avenue is not scoped to undergo any capacity upgrades beyond minor kerb line adjustments to better accommodate heavy vehicle turning movements into Birnie Avenue from eastbound traffic on Parramatta Road. TfNSW studies into the performance of the intersection of Birnie Avenue and Parramatta Road show it is likely to operate at Level of Service F into the future in conjunction with the Hill Road widening project, ongoing development within Carter Street, Sydney Olympic Park, Lidcombe and background traffic growth on Parramatta Road.



Source: 2020 Sydney Olympic Park Authority

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## BENNELONG PARKWAY CORRIDOR

The corridor of Bennelong Parkway will continue to carry more traffic than desirable for its contextual environment within the Parklands due to the level of development approved within Wentworth Point and the absence of significant public transport options.

As outlined above, the intersection improvements of Hill Road may make this route more attractive to general traffic over time until the upstream intersection of Hill Road and Holker Street becomes the limiting network constraint.

At the other end of the Bennelong Parkway corridor, the intersection of Bennelong Parkway with Australia Avenue and Sarah Durack Avenue has been the key constraint point in the local road network since the site was redeveloped prior to the Sydney 2000 Games. Since its establishment around 1996, this intersection has undergone a number of reconfigurations to optimise its performance including the addition of a dedicated left turn from Bennelong Parkway to Australia Avenue southbound towards Homebush Bay Drive.

Further upgrades are now limited due to the constraints of the contaminated leachate holding cells on the south-western corner and the establishment of an energy substation on the south-eastern corner. The tiered lands on the north-eastern corner and proximity of the T7 rail bridge on the north-western corner all create physical constraints to its expansion. The key challenge of this intersection is that there are equal demands for traffic on all approaches to the intersection which vary when events are staged.

Currently local bus services to and from Wentworth Point travel via this intersection to the Urban Area of Sydney Olympic Park via the movement between Bennelong Parkway and Australia Avenue, the signal phase with the least demand from general traffic and cycle time.

The remaining development at Wentworth Point will continue to add to the congestion at this intersection. Whilst the proposed upgrade to the Homebush Bay Drive roundabout may induce new trips through its improved operational performance, the constraints of the performance of the Bennelong Parkway, Australia Avenue / Sarah Durack Avenue is likely to counter this attractiveness during peak periods.

## PARKVIEW DRIVE / HERB ELLIOTT AVENUE CORRIDOR

Road access to the Master Plan 2050 development in the urban centre and eastern neighbourhoods of Sydney Olympic Park is where the majority of high-density development is occurring. Currently, Australia Avenue is the main access road to both of these high-density precincts with access likely to be further restricted from the west when light rail is introduced to Dawn Fraser Avenue. From the east, access off Bennelong Parkway is currently restricted to left in and left out at its intersections with Murray Rose Avenue, Parkview Drive and Brushbox Street.

This restricted access means that any traffic travelling southbound on Bennelong Parkway beyond its intersection with Marjorie Jackson Parkway is forced to use the already congested intersection of Australia Avenue / Bennelong Parkway / Sarah Durack Avenue to access the Urban Area.

The alternate and less direct route via Marjorie Jackson Parkway and Australia Avenue will cross the alignment of the PLR2 at the intersection with Kevin Coombs and the Holker Busway, potentially introducing more traffic into this intersection and impacting the operational performance of the light rail as more “green time” is shared. This route also redirects traffic into the Stadia precinct used extensively for major event bus operations for accessing the Plaza Bus Terminal and associated bus layover as well as operational areas during the Royal Easter Show.

Master Plan 2050 has identified an intersection upgrade of Bennelong Parkway and Parkview Drive to facilitate all points access (currently left in / left out only). This upgrade has the benefit of providing a more direct bus route into the eastern neighbourhood and SMW bus interchange from Wentworth Point, provide a safe and controlled access across Bennelong Parkway for pedestrians and cyclists to access the Parklands and the proposed segregated cycle path planned by CoP which is part of the Foreshore Link between Parramatta and the Sydney CBD.



# 4.6 FUTURE TRAFFIC OPERATIONS

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There are several other benefits of upgrading this intersection. Firstly, it will create a seamless east-west connection through Sydney Olympic Park which has been designed to accommodate buses that will feed the new SMW station. This access point will provide the most direct and congestion free route to the new station and also increase the public transport access for the eastern neighbourhood. Secondly, it reduces the amount of traffic (and buses) that currently are required to travel through the congested intersection of Australia Avenue / Bennelong Parkway / Sarah Durack Avenue. Lastly, it also ensures that the east-west traffic entering the urban centre will be on a route that is south of the proposed PLR2 alignment meaning it is not sharing traffic signal time with the large turning movement from Australia Avenue into Dawn Fraser Avenue to access the Jacaranda Square light rail stop.

## AUSTRALIA AVENUE / HOMEBUSH BAY DRIVE CORRIDOR

The final corridor is that of the eastern gateway to Sydney Olympic Park on Australia Avenue. It was recently announced (December 2024) that the Australian and NSW Governments are investing \$100 million to upgrade the intersection of Homebush Bay Drive, Australia Avenue and Underwood Road. This upgrade will improve congestion, safety, travel times and connectivity to Homebush and Sydney Olympic Park for all road users. This intersection will be increasingly important with the realisation of this Master Plan and the Homebush TOD precinct.

This upgrade is planned to deliver a signalised intersection, with a number of design options to be put to the community in the coming months.

It should be highlighted that there are a number of constraints to improving its capacity. It is important for the Master Plan 2050 and the broader Olympic Peninsula that this intersection operates efficiently. The key access and capacity requirements is the access to Bicentennial Park and the southern neighbourhood around the Tennis Centre via Shirley Strickland Avenue. Maintaining access to Bicentennial Park from Australia Avenue is essential.

Several studies have investigated the potential to reverse the direction of travel of the internal Parkland roads within Bicentennial Park and. All have concluded that it is problematic due to:

- The lack of ability to create a right turn bay on Bennelong Parkway in the vicinity of Brushbox Street. Bennelong Parkway is located on a curve in the proposed location and the road reservation is constrained in terms of its width and the presence of significant trees.
- A new park access at this location would push more traffic (all Bicentennial Park traffic) through the right turn movement from Australia Avenue into Bennelong Parkway which is already operating at capacity (the current reverse movement out of the Parklands has a free left turn so does not impact cycle timings)

- The parking within the Parklands would be located on the wrong side of the road and require reconfiguration
- Currently, when the Parklands are full and there is no parking available, cars can continue to circulate using a series of free left turns to cycle back. If the road was reversed this would create the requirement to cross Australia Avenue and travel through the Bennelong Parkway / Sarah Durack Avenue again.
- Access to the Parklands has increased in importance with the recent development of the Homebush TOD which is relying on Bicentennial Park to meet its open space requirements.

It is recommended that TfNSW consider including a demand driven (sensor) dedicated right turn signal into Bicentennial Park off Australia Avenue which would be triggered only if a vehicle is present or on a set signal time. Traffic entering Sydney Olympic Park would be unimpeded under this configuration thus reducing the likelihood of tailbacks into the Homebush Bay Drive intersection. This would also mean the traffic exiting Sydney Olympic Park southbound on Australia Avenue would only be stopped if there is demand for access into Bicentennial Park. There are many local examples of this traffic signal configuration in operation throughout Greater Sydney.



# 4.6 FUTURE TRAFFIC OPERATIONS

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## SUMMARY

With many of the upgrades to the road network planned by TfNSW already underway, there is little scope within the Urban Area (due to established blocks and intersections) and Parklands (habitats, open space) to further increase road and intersection capacity.

Figure 4.49 depicts the vehicle access and parking plan for Sydney Olympic Park in 2050. Key intersection upgrades (in addition to intersection upgrades currently planned by others), includes:

- Bennelong Parkway / Parkview Drive
- Holker Street / Jamieson Street
- Edwin Flack / Birnie Avenue
- Edwin Flack Avenue / Pondage Link
- Olympic Boulevard / Herb Elliott Avenue

In addition to the above, key intersections planned by others will support safe and efficient access to Sydney Olympic Park. This includes significant planned intersection upgrade of Australia Avenue and Homebush Bay Drive.

Careful and sensitive design will be needed to maintain comfort, amenity and safety for pedestrians and cyclists, including access to bus stops along these future main traffic corridors. Introduction of “turn up and go” public transport services through SMW and PLR2 and improvements to active transport facilities will provide attractive alternatives for car drivers to re-mode.



Source: Sydney Olympic Park Master Plan 2050

**Figure 4.49:** Vehicle access and parking plan

# 4.7 FUTURE PARKING

The shift away from a reliance on private vehicles and the introduction of SMW and proposed PLR2 will see a dramatic change in the need for future public parking. This will also achieve safer and convenient movement by sustainable modes and creates opportunities on highly valuable land whilst supporting the goal of decarbonisation.

## OFF-STREET PUBLIC PARKING

Public event parking will be significantly reduced by approximately 50%, which would see the existing parking provision of approximately 10,000 spaces be reduced to 5,000. The location of these spaces are depicted in Figure 4.51 and are mostly located on the periphery of the Urban Area in existing structures. This approach prioritises movement by sustainable modes and allows a car-lite vision to be achieved.

There are also opportunities for the remaining car parks to provide for other uses at the ground and/or rooftop. This could include social, cultural, recreational and retail uses such as stores, cafes, bars, urban farming, public space, space for social interaction, energy generation (on rooftops). Other uses within the car parks could be coach parking or a micro-mobility freight hub, which is proposed and further discussed in Section 4.8.



Source: JaJa Architects, sourced from Committee for Sydney (2022)

**Figure 4.50:** Park n Play Carpark, Copenhagen

Existing car parks at surrounding train, metro and bus stations may also be promoted to access Sydney Olympic Park during major events which would also increase public transport mode share.

## ON-STREET PARKING

As Sydney Olympic Park realises its vision, street space currently allocated for vehicles will be reallocated for people and other sustainable modes. This includes Sydney Olympic Park's on-street parking.

Where on-street parking exists, it will be prioritised for mobility impaired users and first and last mile freight and servicing. In high place value locations, on-street parking will be managed dynamically through real-time data. It should be managed in a way to also generate another revenue stream as parking provision and thus revenue is decreased overall.

In the short-medium term, trials can be used to gradually reallocate on-street parking. This can be reallocated to extended alfresco dining, planter boxes / urban greenery, seating and spaces for people to dwell.

On-street parking in adjacent suburbs during events should be discouraged through re-activating the 2P restricted area during events to protect local residents and businesses. This will reduce the number of cars avoiding paying for parking as data shows parking capacity is not the issue. This type of scheme is implemented throughout Sydney and other capital cities in suburbs surrounding stadiums.

## ELECTRIC VEHICLE CHARGING

As the transport network decarbonises, public and private parking must accommodate electric vehicle charging.

All buildings should provide electric vehicle charging and a provision for charging in public parking spaces should also be provided. This provision will be supported through Sydney Olympic Park's microgrid which will alleviate grid capacity constraints.

It is recommended that minimal charging is provided at on-street parking to prioritise more sustainable modes.



**Figure 4.51:** Proposed future event parking provision (5,000 spaces)

# 4.7 FUTURE PARKING

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Table 4.6 presents Sydney Olympic Park's future public parking provision. This table demonstrates how the event public parking provision will be reduced by 50% or 5,000 spaces.

**Table 4.6:** Future public parking inventory

Location	Future number of spaces	Venue	Change in event Capacity	Details
<b>Urban Area</b>				
<i>Event Off-street</i>	5,000		-1,365	
P1	3,300	Stadium / Arena / Showground	0 spaces based on current provision of 3,300	No change
P3	700*	Stadium / Netball / Hockey / Tennis / Urban Centre	Approximately -785 spaces based on current provision of 1,485 spaces	Remains at current formal capacity, however spaces previously allocated for events may be repurposed.
P4	400*	Stadium / Netball / Hockey / Tennis	Approximately -580 spaces based on current provision of 980 spaces	Accommodates ~60 coach parking spaces and spaces previously allocated for events may be repurposed.
P6A (New within Showground)	600*	Showground / Stadium / Arena	0 spaces based on current provision of 600 spaces	Remains at current capacity until site is developed. Relocation to Sydney Showground medium term
<i>Business as Usual (no event use)</i>	1,075		-180	
P2	470	Aquatic Centre	0 spaces	Overflow (100 spaces) removed to accommodate school site
P6B	180	Eastern Neighbourhood	-180 spaces	Incorporated in site 9EN and transferred to non-event use
P7	215	Netball / Hockey / Tennis	0	No change
P8	210	Urban Centre	0	No change
Sub-total	<b>6,075</b>		<b>-1,545</b>	
<b>Parklands</b>				
<i>Off-street</i>				
Bicentennial Park	546 (382 +164 on-street)	Bicentennial Park	0	No Change
P5	500	Wave Park / BMX / Armory / Haslams Park	-2,015 spaces	Removed as event parking and due to Wave Park, BMX and Playing fields. Parking retained in Pods A and C to support new Haslams Park uses.
Blaxland Riverside Park	465	Riverfront Park / Armory	0	No change
Armory	140	Riverfront Park / Armory	0	Located on western edge
Archery	82	Archery / Haslams Park	0	No change
Wentworth Common	138	Wentworth Common / Brickpit	0	No change
Sub-total	<b>1,871</b>	Sub-total	<b>-2,015</b>	
<b>Total</b>	<b>7,846</b>		<b>-3,560</b>	

\* Exact capacities for P3, P4 and P6 (new) available for stadium and major events would not exceed a total of 1,700 spaces across the 3 parking facilities to achieve the 5,000 space cap

# 4.7 FUTURE PARKING

Sydney Olympic Park is to become a multi-modal mobility hub with the first-class public transport services. This provide opportunities for employees, residents and visitors of future developments in the suburb to be less car dependent and require less parking provision on-site.

Table 4.7 and Table 4.8 (on next page) provide the proposed “stretch targets’ for parking rates for some non-residential and residential uses. These stretch target rates were established based on a comprehensive review of the current parking controls across over 30 LGAs in NSW which identified the more progressive rates to further reduce car dependency. The proposed stretch targets rates require on-going monitoring and validation to inform Councils that the actual controls are effectively being applied for the desired benefits. in the absence of metropolitan wide parking controls. The stretch targets should be implemented when SMW comes online 2030 at the latest.

In terms of design controls, it is preferable that basement car parks and loading facilities are combined with surrounding development sites so to achieve a single access point for vehicles for the benefits of pedestrians and to reduce the reliance on kerbside space for deliveries and servicing.

**Table 4.7:** Maximum vehicle parking rates for the Urban Area – non-residential uses

Land use	Sydney Olympic Park Master Plan 2050 parking rates* (Maximum)	Sydney Olympic Park Master Plan 2050 stretch target parking rates^	Comments
Office and commercial	1 space/110 m <sup>2</sup>	1 space/175 m <sup>2</sup>	In line with City of Sydney
Restaurants	1 space/70 m <sup>2</sup>	1 space/70 m <sup>2</sup>	No change
Club	1 space/70 m <sup>2</sup> 1 space/2 staff	1 space/70 m <sup>2</sup> 1 space/2 staff	No change
Hotels, serviced apartments and boarding houses	1 space/accommodation 1 space/2 staff	1 space/accommodation 1 space/2 staff	No change
Health consulting rooms or medical centres	2 spaces/each consulting room	2 spaces/each consulting room	No change
<b>Education</b>			
Tertiary	1 space/2 staff	1 space/4 staff	In line with Inner West Council
Childcare	1 spaces/4 children and suitable drop-off 1 space/2 staff	1 spaces/4 children and suitable drop-off 1 space/2 staff	No change
<b>Retail</b>			
Supermarkets	4 spaces/100 m <sup>2</sup>	4 spaces/100 m <sup>2</sup>	No change
Local Retail	1 space/70 m <sup>2</sup>	1 space/90 m <sup>2</sup>	In line with City of Ryde
Themed Retail	1 space/70 m <sup>2</sup>	1 space/90 m <sup>2</sup>	In line with City of Ryde

\* As developed for the Sydney Olympic Park Master Plan 2030 Interim Metro Review (2021)

^ To be considered post the opening of Sydney Metro West and Parramatta Light Rail Stage 2

# 4.7 FUTURE PARKING

**Table 4.8:** Maximum vehicle parking rates for the Urban Area – residential uses

Land use	Sydney Olympic Park Master Plan 2050 parking rates* (Maximum)	Sydney Olympic Park Master Plan 2050 stretch target parking rates	Comments
<b>Residential</b>			
Studio	0 space/dwelling	0 space/dwelling	No change
1 bedroom	0.6 space/dwelling	0.3 space/dwelling	In line with City of Sydney and Canada Bay (Rhodes East and Rhodes West)
2 bedrooms	0.9 space/dwelling	0.7 space/dwelling	In line with City of Sydney and Canada Bay (Rhodes East and Rhodes West)
3 bedrooms	1.2 spaces/dwelling	1 spaces/dwelling	In line with City of Sydney and Canada Bay (Rhodes East and Rhodes West)
4 bedrooms	1.4 spaces/dwelling	1 spaces/dwelling	In line with City of Sydney and Canada Bay (Rhodes East and Rhodes West)
Visitors	0.2 space/dwelling	0.05 space/dwelling	In line with Canada Bay (Rhodes East and Rhodes West)

\* As developed for the Sydney Olympic Park Master Plan 2030 Interim Metro Review

^ To be considered post the opening of Sydney Metro West and Parramatta Light Rail Stage 2

## PARKLANDS FUTURE PARKING RATES

As discussed throughout this Strategy, parking within the Parklands is currently constrained. The Parklands have a variable demand with demand exceeding capacity on weekends and school holidays. Demand is also impacted by seasons, events and recreational activity. The environmental and heritage character also provide constraints to the ability and desire to provide more parking in certain areas.

Surrounding developments such as Wentworth Point, Carter Street and the recently announced Homebush Transport Orientated Development (TOD) all market Sydney Olympic Park’s Parklands and open space as a local asset for their communities. This growing demand from these developments cannot be met through increasing parking supply above existing levels in a parkland setting so access by cycling and walking will be the preferred modes to enjoy the parklands.

Future parking rates within the Parklands character areas has not been specified due to the bespoke nature of parking needs which require a contextual assessment of parking provision requirements based on location and land use type. Additionally, to address challenges with parking demand in the Parklands, flexible and adaptive strategies should be considered.



**Figure 4.52:** Car Park P6A

# 4.7 FUTURE PARKING

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To support sustainable travel and active journeys to, from and within Sydney Olympic Park, minimum bicycle parking rates and end of trip facilities have been developed to be included in the master plan. Minimum bicycle parking rates are outlined in the below table. Appropriate end of trip facilities are required to be provided at suitable locations in accordance with Australian Standards. The end of trip facilities requirements are outlined in the table below.

**Table 4.9:** Minimum Bicycle Parking Rates

Land use	Bicycle spaces	
	Resident / employees	Visitors / customers
<b>Residential</b>		
Residential	1 space per dwelling	1 space per 10 dwellings
<b>Commercial</b>		
Office or business premises	1 space per 150m2 GFA	1 space per 400m2 GFA
Retail, restaurant or café	1 per 250m2 GFA	2 plus 1 per 100m2 GFA over 100m2 GFA for visitors
Educational	1 per 10 staff + 1 per 10 students	
<b>Community</b>		
Child care centre	1 per 10 staff	2 per centre
Medical centre, health consulting rooms	1 per 5 practitioners / professionals	1 per 200m2 GFA
Library	1 per 10 staff	2 plus 1 per 200m2 GFA
Sports venues	1 per 10 staff	1 per 200m2 GFA



**Figure 4.53:** Cycle Parking Jacaranda Square

**Table 4.10:** End of trip facilities

Land use	Number
Locker	1 per bike space
Change room	1 per 10 bike spaces
Shower	1 per 10 bike spaces

# 4.8 FUTURE FREIGHT NETWORK

The future freight network is required to support decarbonisation targets and at the same time manage the impact on emissions, noise and safety.

As the Sydney Olympic Park vision is realised, there will be increasing pressure for a shift in the way goods and services are delivered than traditional methods. This is specifically relevant for the first and last mile of freight deliveries to support the desired place outcomes.

In order to maintain or achieve the efficient delivery of goods and services, first and last mile deliveries within the Urban Area will shift to more sustainable micro-mobility modes permitted through the provision of a micro-mobility freight hub (or commonly referred to as an urban consolidation centre).

An exemplar is an office development in the centre of London known as 22 Bishopsgate. This development uses an offsite urban consolidation centre for all the building's deliveries, both business and personal. These packages are then re-delivered to the building twice a day; in two large drops, rather than hundreds of small ones. This approach reduced truck deliveries by 80% (weekly vehicles trips reduced from 1,300 to 50), delivery associated emissions by 96% and improved security and road safety outcomes through removal of trucks. ([source](#)).

It is proposed that a micro-mobility hub could be located within car parks on the edge of the urban centre. This could potentially include the P3 car park and / or a new P6 car park within the Sydney Showground.

The success of a last-mile freight hub is dependent on appropriate infrastructure including separated, connected and safe cycling network wide enough to support cargo bikes and the like, as well as wider industry and community support. Figure 4.54 depicts the existing Goulburn Street Freight Hub in Sydney CBD which is utilised by 10 courier companies and occupies 130 square metres.



**Figure 4.54:** Goulburn Street freight hub, Sydney CBD

Whilst the potential for the Goulburn Street hub is constrained by height restrictions for vehicles entering the facility, it has still been a success due to the multi-user approach.

The initial capital expenditure savings by developers for large loading docks and basements (preferably shared) will need to be considered when passing on the higher operational costs by tenants of the freight hub model.

Consideration of shared basements for multiple development sites within precincts can also lead to development cost savings and reduction in servicing and maintenance cost whilst also reducing service level vehicle traffic.

Transport for NSW has developed a Last Mile Toolkit which outlines guidance for planning for freight and servicing demands for new buildings and precincts as part of the planning process. (<https://www.mysydney.nsw.gov.au/lastmilefreight>).

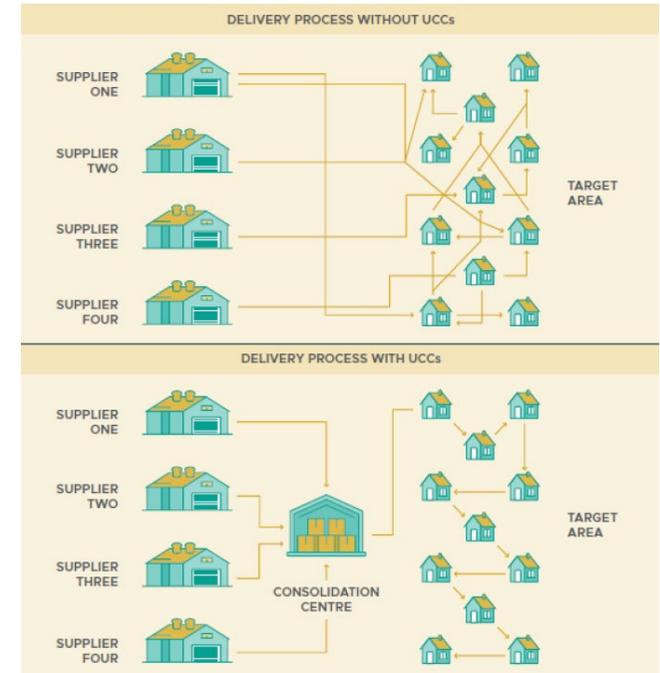
To ensure sufficient kerbside space for a range of place and movement needs, it is an aim that deliveries should be achieved in shared basements or within micromobility freight hubs.

## PLANNED FREIGHT NETWORK CHANGES

The proposed road projects such as Homebush Bay Drive intersection, Hill Road upgrade and Holker Street improvements would benefit the freight operation by reducing travel time and increasing average travel speeds.

Some local changes are proposed as part of the Hill Road upgrade which affect the heavy vehicle access to/from the Carter Street precinct however would not affect the wider Sydney Olympic Park suburb.

The ongoing role of Sydney Olympic Park as an events and mixed-use precinct will maintain the requirement for large vehicle movements associated with the bump in and bump out of equipment, goods and animals. Key links in the local road network will need to facilitate this heavy vehicle access and turning movements.



Source: Columbia University (2017)

**Figure 4.55:** Illustration of Urban Consolidation Centre (UCC) benefits for delivery operations

# 4.8 FUTURE FREIGHT NETWORK

## REQUIREMENTS OF A FREIGHT HUB

There are various factors to consider when determining a location for a freight hub, including:

- **Micro-mobility modes** – have various forms and sizes. Modal type should be identified when considering location, required space provision and supporting infrastructure.
- **Location** – located on the periphery of the urban centre would provide good access for all modes and design of adjacent buildings and precincts should enable hub to be self-sufficient and not rely on kerbside space.
- **Space provision** – to be determined by demand assessment which will inform size of the hub combined with the modal choice. Likely to start with a trial and be expanded therefore identifying a location which enables expansion from the outset. Space required to include a designated area where goods can be sorted and de-consolidated and loaded onto smaller delivery vehicles. Storage area to accommodate good in between deconsolidation period (which may require refrigeration). Also, to include employee break locations.
- **Supporting infrastructure** – this includes appropriate active transport infrastructure for the chosen mode to destinations. Internal infrastructure should include secure vehicle facilities, employee facilities and electrical infrastructure.

## PROPOSED FREIGHT HUBS IN SYDNEY OLYMPIC PARK

Considering the above, P3 and a new P6 car park within the Sydney Showground have been identified as potential suitable locations.

These two locations could operate in a coordinated nature providing efficiencies. Infrastructure required to support a micro-mobility freight hub in proposed P3 and/or P6 includes:

- Proposed pedestrian bridge from P3 to the urban centre
- Proposed cycling infrastructure across Australia Avenue
- Operational space for Royal Easter Show with enhanced roof heights for street level of new car park

Smaller scale 'hubs' can also be trialled and implemented which includes designating single or multiple parking spaces on the boarder of a pedestrian zone. This allows for delivery on foot or micro-mobility mode. These spaces can be booked by various companies or solely allocated to a company.

## NEXT STEPS FOR IMPLEMENTATION

Next steps for implementation should consider the following:

- Identify delivery typology (last mile collaboration – receiver led by third party companies, shared infrastructure – government supported initiatives, private led – usually a single carrier)
- Identify and conduct early collaboration with stakeholders and community including RAS
- Identify modes
- Identify location / confirm opportunity locations considering logistical suitability and suburb's vision and character
- Determine demand and size
- Identify infrastructure gaps to support the facility (internal and external).

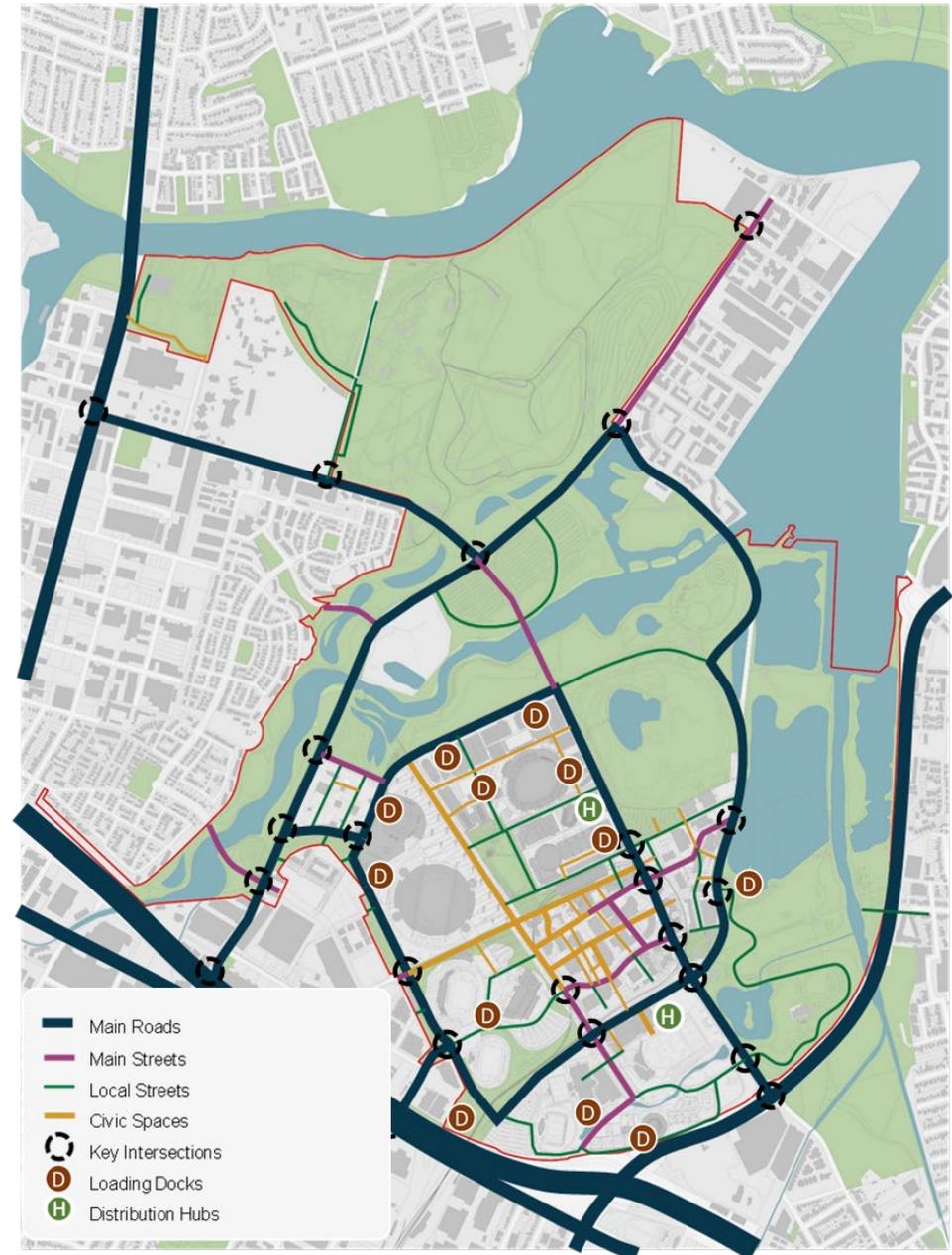


Figure 4.56: Future movement and access network

# 4.9 FUTURE EVENT TRANSPORT OPERATIONS

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Event road closures will need to evolve in coordination with future development and reduce in extent. Through improved public transport provision, event trips are anticipated to include less private car movements in line with a reduction in event parking supply by 50%.

In 2020, WSP completed a review of the Major Event Traffic Management Plan for SOPA.

The recommendations have considered the tactical on-the-ground opportunities as well as proposing more significant measures related to how policy and major infrastructure improvements might impact or be impacted by operations.

The continual growth in traffic across the Greater Sydney metropolitan area, and those movements to and from the developments immediately adjacent to (and within) Sydney Olympic Park means that traffic access is likely to be constrained on the regional road network.

However, the State Government's significant investment in public transport throughout Greater Sydney and beyond means that mode shift to public transport will play a vital role in the safety and efficiency of traffic and transport during major events.

This is specifically relevant considering the development of SMW which will transform access to and from Sydney Olympic Park as discussed throughout this Strategy.

Additionally, proposed road projects such as Homebush Bay Drive intersection, Hill Road upgrade and Holker Street works would benefit the event traffic operation through increased network capacity.

The committed construction of the Wentworth Point Bridge for PLR2 will also allow a reconfiguration of the event bus route approaches from the Northwest and remove the need for buses to use Silverwater Road and Holker Street.

## SHOWGROUND ACCESS

The RAS Sydney Showground (incorporating Giants Stadium) is located within the Stadia precinct and receives a large number of visitors throughout the year.

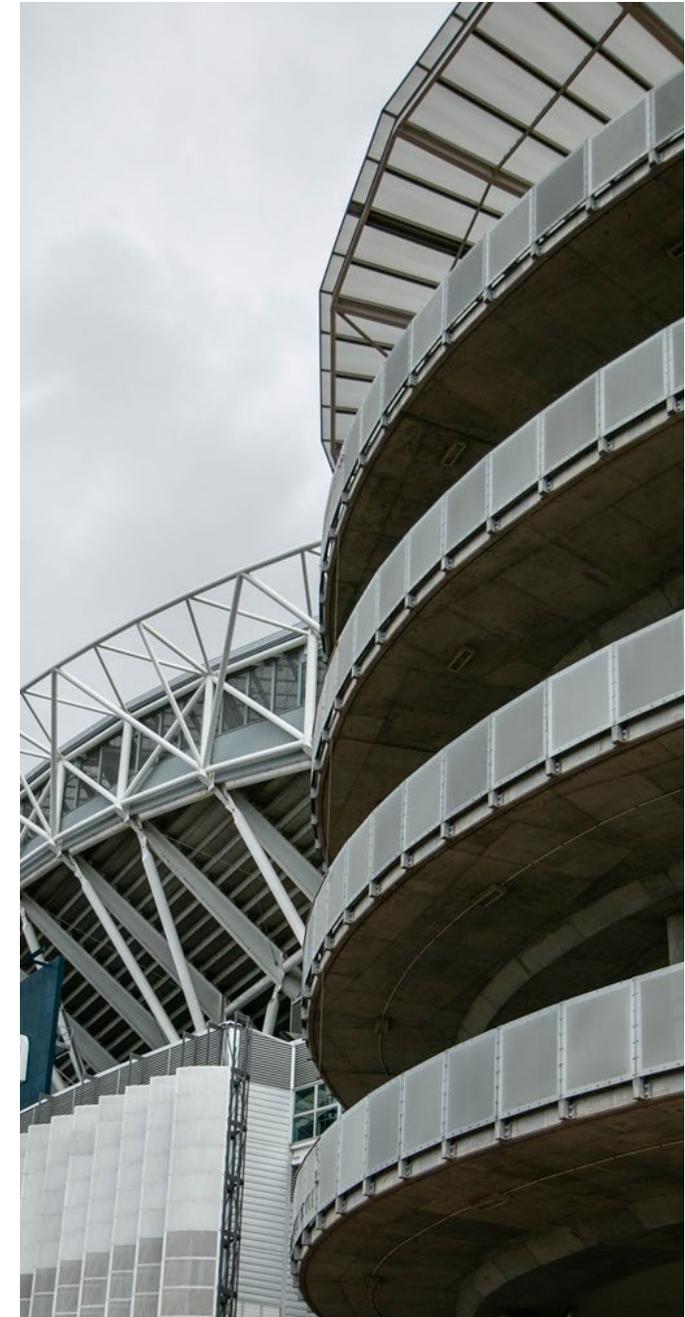
Whilst the visitors may be expected to vastly change their travel patterns with the improved public and active transport, delivery vehicles still require adequate access to be retained to ensure success operation. Key corridors including Australia Avenue, Kevin Coombs Avenue and Hill Road and internal access to the loading docks and external gates must be maintained to allow various heavy vehicle access.

There is an opportunity to improve the operation of the local road network by making greater use of Showground Road and Grand Parade to offer relief to Murray Rose Avenue which will be impacted by access restrictions created by the introduction of light rail. The greater use of Grand Parade will also support better connections for east-west walking and cycling movements to and from the Parklands from Sydney Olympic Park and Carter Street precinct..

Murray Rose Avenue is planned to be extended to the west between Showground Road and Olympic Boulevard to provide local road access which can operate independently of RAS events which may close Showground Road and Grand Parade.

Under Master Plan 2050, the existing Royal Easter Show (RES) operations currently occurring within P6 car park, which is located outside the Stadia Precinct, could be relocated to Olympic Boulevard North in the future in line with the introduction of light rail.

The opportunity to establish a new car park on the Sydney Showground site (new P6) also provides an opportunity to replace the car parking currently provided in P6 to a new facility in line with the Sydney Showground Master Plan. This would then free up developments sites 1EN and 2EN. No public parking would be retained on this site.



# 4.9 FUTURE EVENT TRANSPORT OPERATIONS

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## FUTURE EVENT TRANSPORT PROVISIONS

Currently during regular events, the public transport mode-share is approximately 40%, which is considerably less compared to a major event (~65%).

This drop can be attributed in part due to reduced connectivity through:

- T7 Olympic Park line operating only as a shuttle service to Lidcombe.
- No special event bus provision.

However, with the addition of SMW, PLR2 and bus improvements, the public transport catchment significantly increases. As such it is envisaged that a higher non-car event mode share of 80%+ can be achieved during regular and major events (Figure 4.57 and Figure 4.58).

Following the introduction of SMW, during major events it is envisaged special event buses will continue to operate after the introduction of SMW from Olympic Boulevard North in a single consolidated bus terminal with 12 bays. This would allow buses to be removed from Olympic Boulevard (Aquatic Bus terminal) to accommodate the new metro station.

During the RES, event buses would relocate to a temporary event bus terminal on Pondage Link.

Reconfigured special event bus routes are to operate between Sydney Olympic Park and areas not serviced by the Metro, heavy rail, light rail and bus network. Bus layover could occur in Kevin Coombs Avenue (66), Edwin Flack Avenue (12), P5 circulation road (40), Pondage Link (24) and Marjorie Jackson Parkway (25).

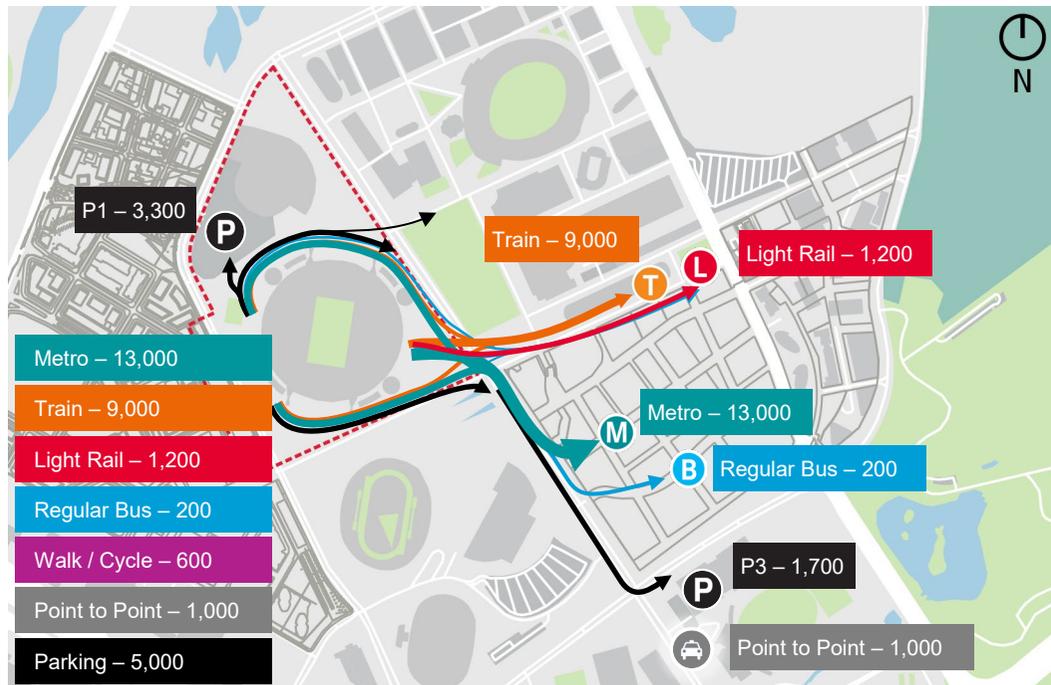
Coaches could be located on street or in the P4 Car Park incorporated within a development.

## CONSIDERATIONS FOR FUTURE EVENTS WITH PLR2

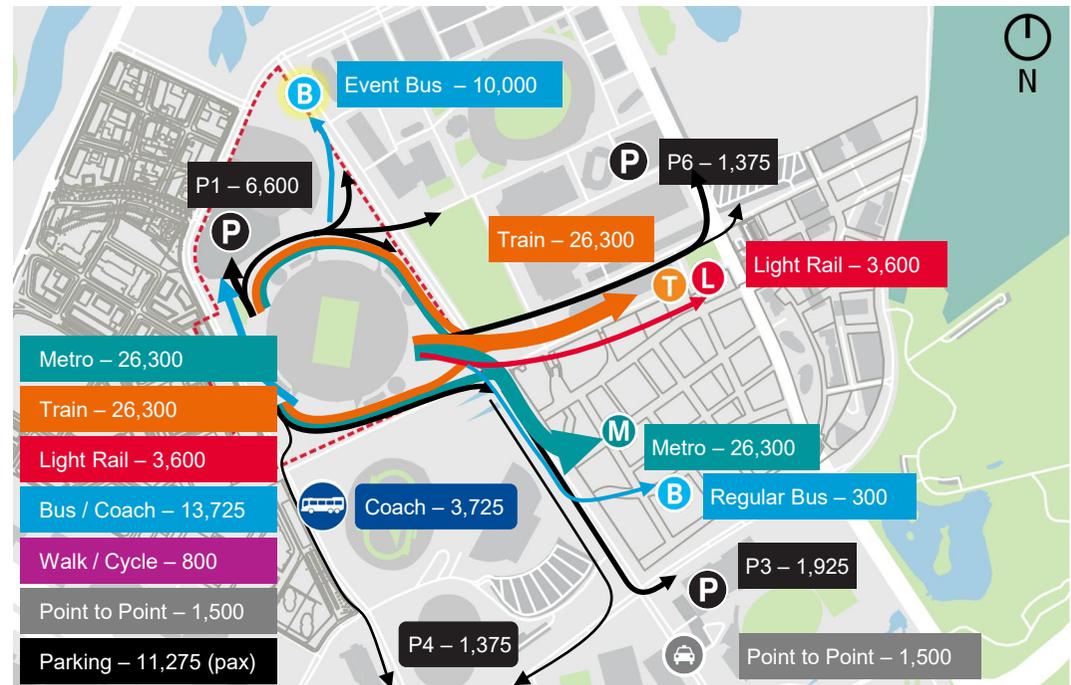
In future scenarios, event customers using the T7 Olympic Park line are expected to continue queueing on Dawn Fraser Avenue either side of the station, whilst a large volume of pedestrians are expected to head south along Olympic Boulevard to access the proposed metro station and P3 and P4 car parks.

This may result in a future conflict with PLR2. During the PLR2 planning stages, it is recommended the following options are investigated to ensure the safety of event customers and minimise conflict with event crowds:

- Temporarily terminating light rail services at Jacaranda Square during events over 60,000.
- Marshalling and event overlays to control pedestrian queueing and flows across Dawn Fraser Avenue.



**Figure 4.57:** Regular event mode split - future (typical 30,000 event / 80% non-car)



**Figure 4.58:** Major event mode split - future (typical 83,500 event / 80%+ non-car)

# 4.9 FUTURE EVENT TRANSPORT OPERATIONS

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Event public transport capacity increases five-fold with the introduction of the SMW station in Sydney Olympic Park. The SMW station will complement the existing Sydney Trains T7 services between Sydney Olympic Park, Lidcombe and Central. This is in addition to other public transport services including future PLR2 services and potential rapid bus services.

The SMW Sydney Olympic Park station has a bespoke design response to Sydney Olympic Park’s event function, including the provision of additional access points and station platforms.

Access to SMW Station will be achieved through event access points provided within Miluni Plaza. The Plaza extends west towards Olympic Boulevard, providing a safe pedestrianised space to marshal customers to the station. Miluni Plaza is a flexible public domain space which can accommodate large numbers of people and provide other purposes outside of major events (such as markets).

Figure 4.59 depicts the everyday and event access points for the SMW Station Site. In addition to this, it demonstrates rail access opportunities for both SMW and T7 passengers.

Hostile vehicle mitigation (HVM) measures currently define the boundaries of the event pedestrian priority area which emanates from the junction of Olympic Boulevard and Dawn Fraser Avenue. The placement of HVM will need to be modified to incorporate:

- Vehicle access to Figtree Drive to and from Olympic Boulevard and to provide pedestrian access to SMW
- The operation of the proposed Parramatta Light Rail Stage 2 along Dawn Fraser Avenue
- Access to Olympic Boulevard from the extension of Murray Rose Avenue
- New road access through the Sports and Civic neighbourhood



**Figure 4.59:** Future event public transport operations

# 4.9 FUTURE EVENT TRANSPORT OPERATIONS

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## FUTURE OVERVIEW

Master Plan 2050 proposes that event bus operations be consolidated onto Olympic Boulevard North (Plaza Bus Terminal) with the provision of 12 bays. This change is proposed to facilitate pedestrian access to the new Metro station and to contribute to the success of the urban centre. A temporary event bus terminal would be required in Pondage Link for the Royal Easter Show to support the relocation of the Carnival site to the northern end of Olympic Boulevard. Due to the lower demands spread across the day for the RES, the existing two lanes in each direction of Pondage Link would be sufficient for this operation which means the landscaped median could be retained.

## ROUTES 1A, 1B AND 2

Access and exit via Bennelong Bridge (as per inset of Figure 4.60). This would allow event buses to avoid the main gateway to the site off Homebush Bay Drive and also remove buses from the southern end of Olympic Boulevard.

## ROUTES 5A, 5B AND 8

Access and exit via Wentworth Point Bridge (as per inset of Figure 4.60). This would allow event buses to avoid the main gateway to the site off Silverwater Road and also remove buses Holker Street through Silverwater and Newington.

## REVIEW OF MAJOR EVENT BUS NETWORK

It should be recognised that a detailed review of the major event bus network should be undertaken by TfNSW in conjunction with SOPA before scoping the new consolidated event bus terminal and approach routes to determine the appropriate scale of infrastructure. The number of event bus routes may be able to be further consolidated when considering the suburbs now serviced by SMW, Sydney Trains, PLR1 & PLR2 and the Rapid Bus Network.

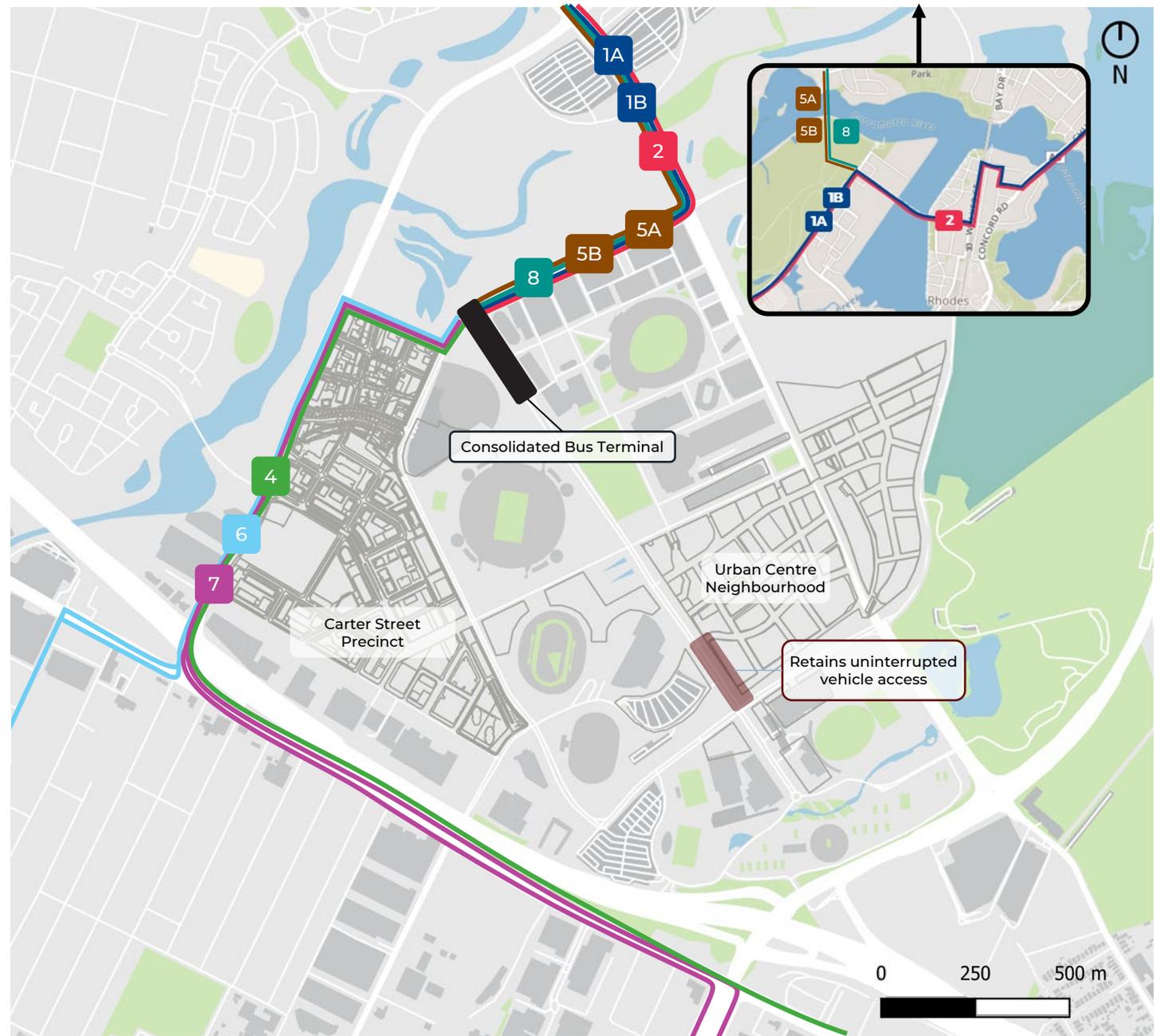


Figure 4.60: Future event bus operations (inset: use of Bennelong Bridge and Wentworth Point Bridge)

# 4.9 FUTURE EVENT TRANSPORT OPERATIONS

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## FUTURE PROVISION OF COACH PARKING

Master Plan 2050 proposes to transition dedicated off-street coach parking facilities (Coach Pods A, B and C) to become development sites over time to provide a higher order (housing) and more regular use of inactive land that creates a barrier between the Carter Street precinct and Sydney Olympic Park.

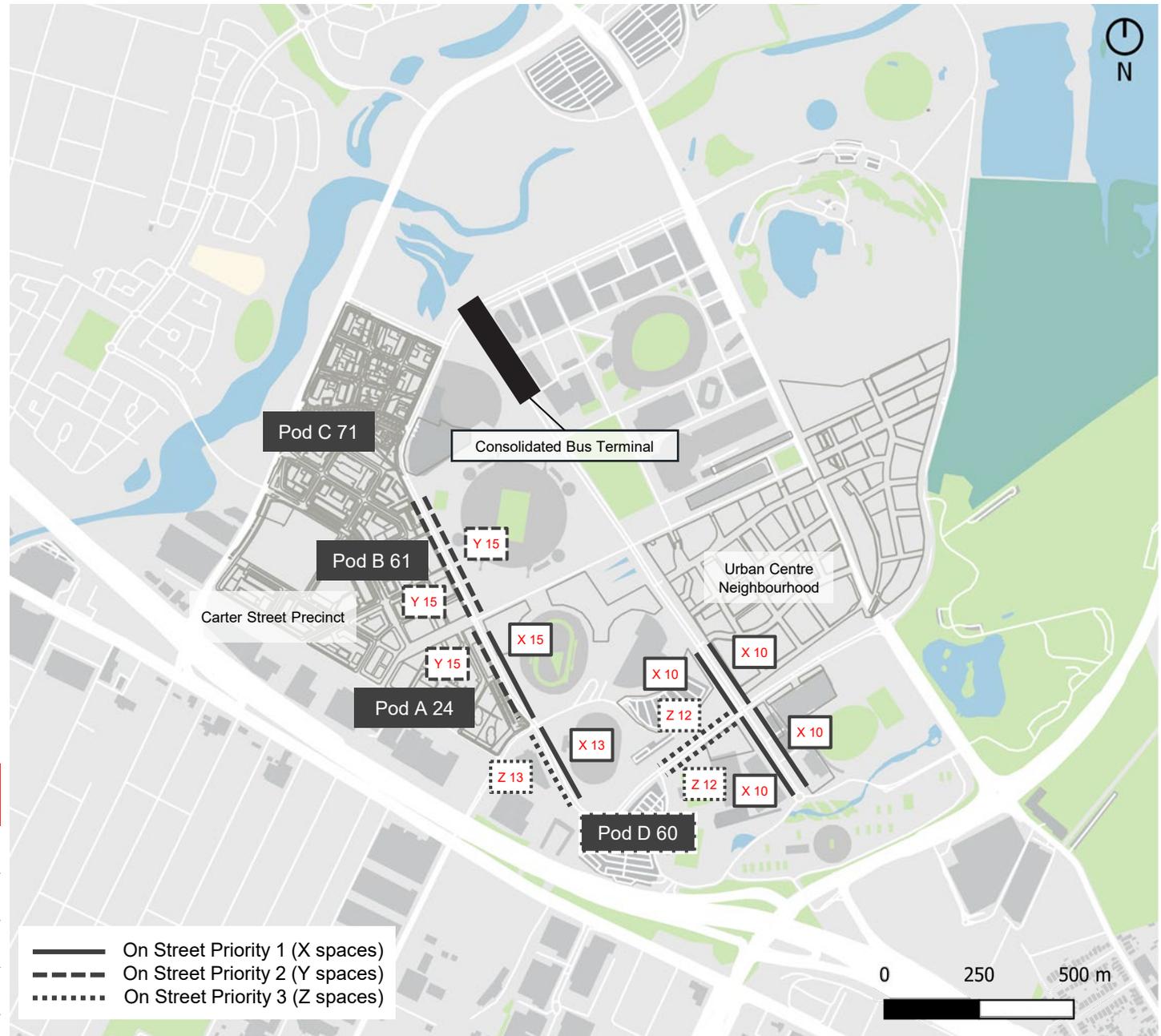
The demand for coach parking has reduced over the 25 years since the facilities were constructed. Based on data from between 2014 and 2018 the average number of coaches was 48 with a peak of 193 in 2014. More recent data from 2022 had peak demands of 100 (NRL Grand Final) to 150 (State of Origin) coaches.

With current off-street coach parking capacity restricted to 132 spaces in Pod B and C, it is recommended that a target of **150 coach parking spaces** be maintained into the future. It is also recommended that between 60 and 70 spaces be provided in off-street facilities with the remaining demand accommodated on-street.

Figure 4.61 outlines the potential locations for on-street coach parking which would provide patrons with an equal or shorter distance than those parking in P3 and P4 event car parks. This coach parking would also be independent of the requirements of event bus layover which would be in the north of the Stadia precinct.

**Table 4.11:** Coach parking supply scenarios

Off Street	On Street (X or Y)	On Street (Y or Z)	Combo	Total	% Off street
156	0	0	Pods A,B,C	<b>156</b>	104%
132	18(X)	0	Pods B,C+X	<b>150</b>	88%
71	68(X)	11(Y)	Pod C+X+Y	<b>150</b>	47%
0	68(X)+45(Y)	37(Z)	X+Y+Z	<b>150</b>	0%
60	68(X)	22(Y)	Pod D+X+Y	<b>150</b>	40%



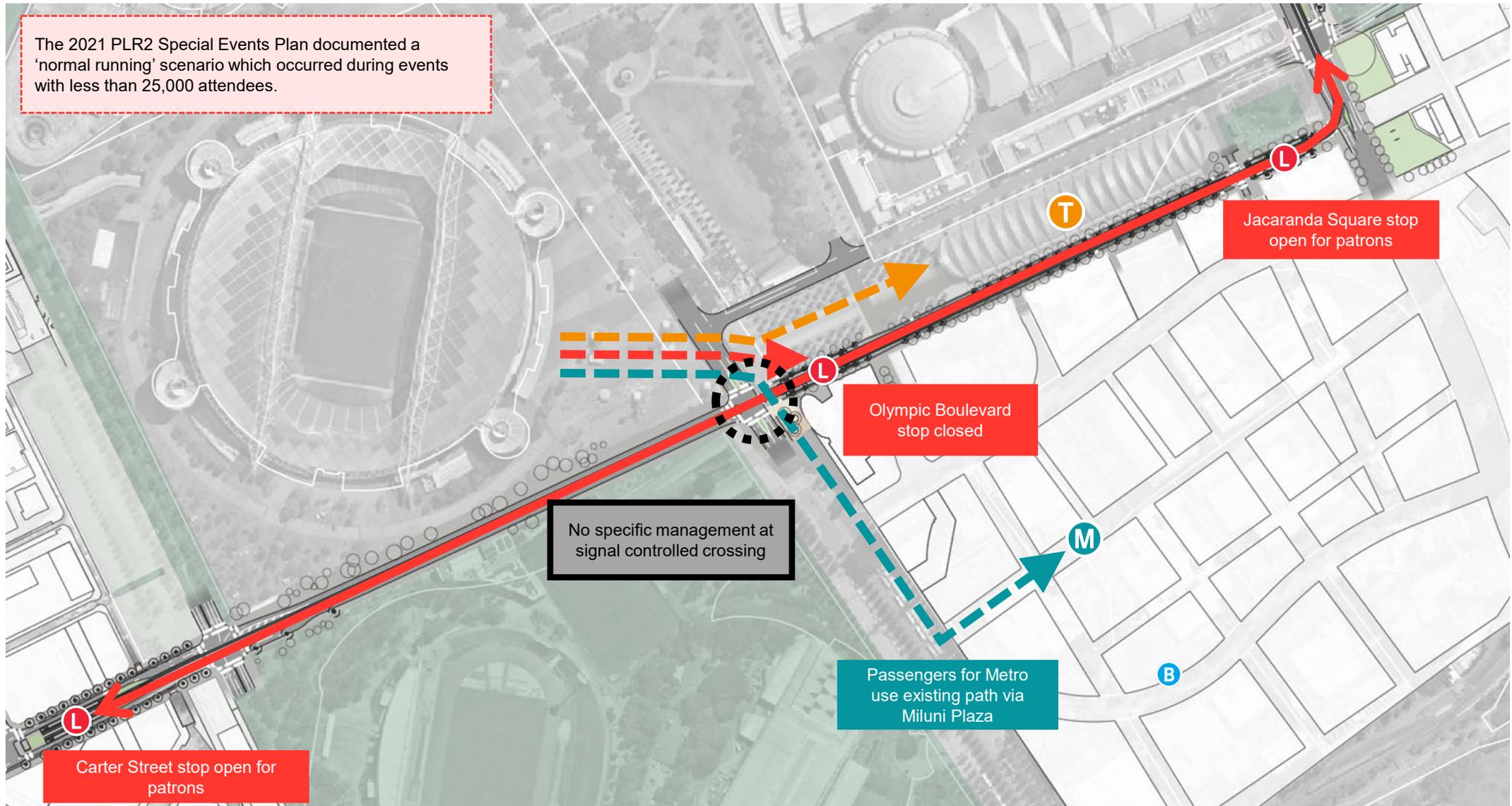
**Figure 4.61:** Future event coach operations (Staged with Off-Street and On-Street coach parking options)

# 4.9 FUTURE EVENT TRANSPORT OPERATIONS

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Under this event light rail operating scenario, light rail services can continue to operate as normal. The key area for crowd movement would be near Olympic Boulevard which would be open to traffic and light rail vehicles. This stop also provides the closest proximity to access the light rail under regular operations. The area to the north of the Olympic Boulevard light rail stop provides a queue area of approximately 3,000 sqm which has the potential to store 6,000 passengers at a pedestrian level of service D for queuing (0.5 sqm/person). The maximum one-way demand based upon service capacity would be 2,400 passengers. The detail of queuing arrangements would need to be quantified in future stages of design development for PLR2.



**Figure 4.62:** Light Rail operational scenario during events with up to 25,000 attendees (egress only)

# 4.9 FUTURE EVENT TRANSPORT OPERATIONS

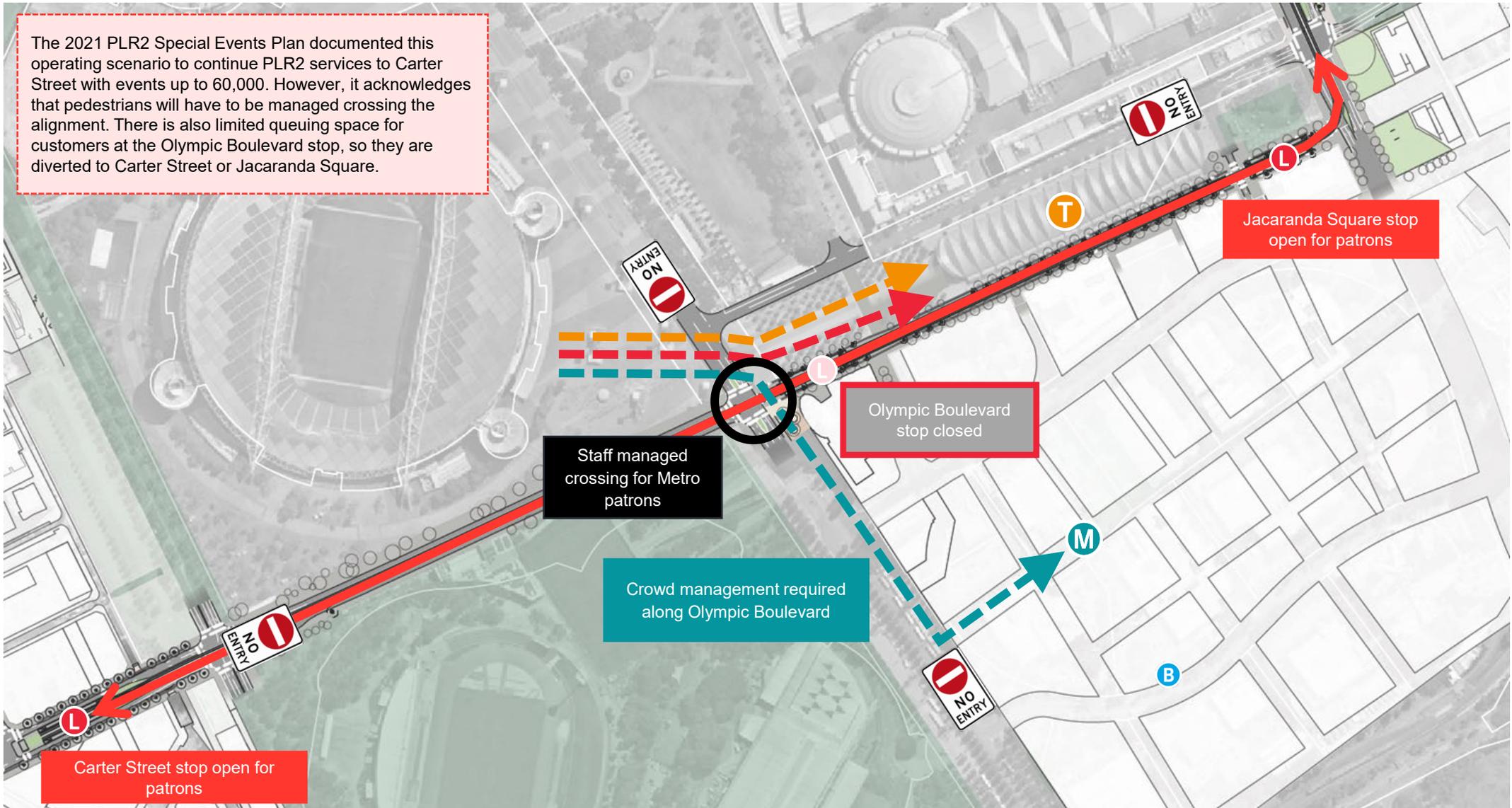
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Light rail passengers would be required to queue at the light rail stop at the same time mixing with spectators moving south on Olympic Boulevard (crossing the light rail tracks) to access the SMW, Urban Area. This is considered a significant operational risk.

This situation requires the closure of Olympic Boulevard Station to:

- Maximise the dynamic pedestrian space for pedestrians to access the T7 and SMW stations.
- Light Rail customers would be able to board at either Carter Street or Jacaranda Square



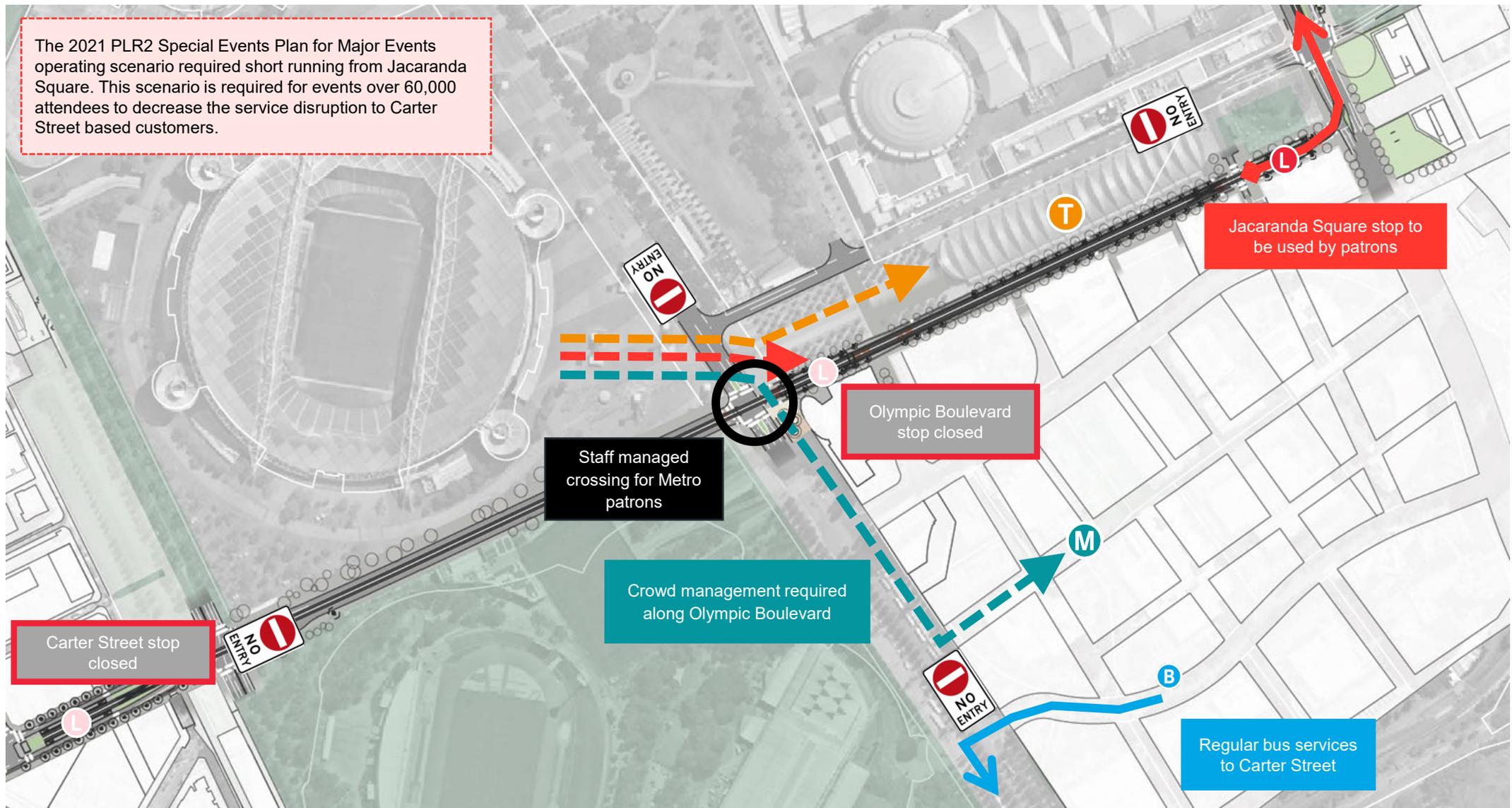
**Figure 4.63:** Light rail operational scenario during events with between 25,000-60,000 attendees (egress only)

# 4.9 FUTURE EVENT TRANSPORT OPERATIONS

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There are no light rail stops located as close to Stadium Australia which operate in shared environments with event scale volumes of pedestrians. The high pedestrian activity crossing Dawn Fraser Avenue requires the truncation of the PLR2 service at Jacaranda Square. This will reduce the conflict of pedestrians crossing the light rail corridor to access the Sydney Olympic Park Metro Station and allow Dawn Fraser Avenue to be used for supplementary Light Rail vehicle storage. This will only occur for 1-2 hours at event egress on large events with over 60,000 attendees.



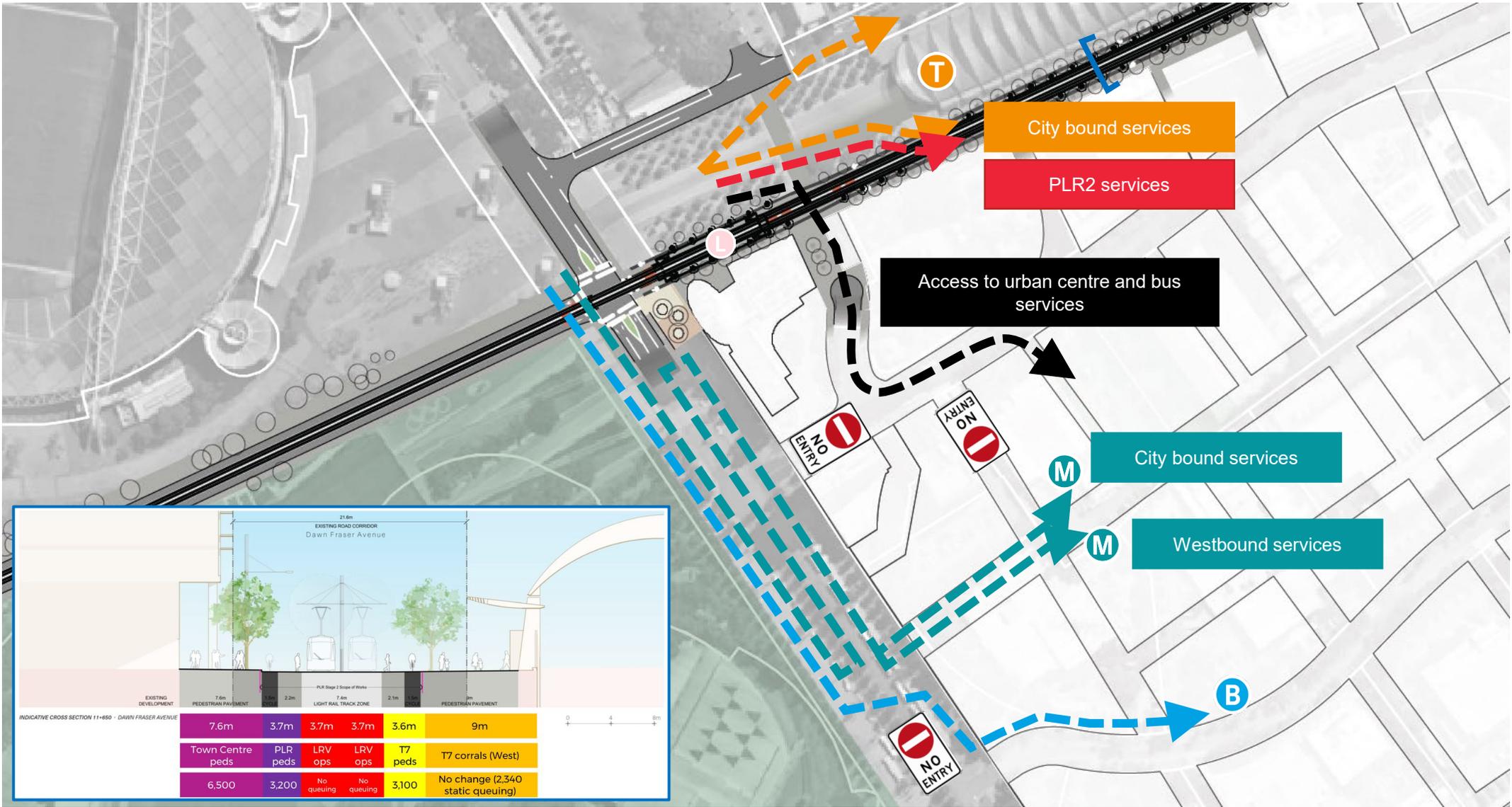
**Figure 4.64:** Light rail operational scenario during major events with over 60,000 attendees (egress only)

# 4.9 FUTURE EVENT TRANSPORT OPERATIONS

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For events with attendances above 60,000, it will be crucial to manage the event flows. The key area for crowd movement would be along Olympic Boulevard, particularly concentrated around the Olympic Boulevard stop. There will be an estimated 26,000 people moving south on Olympic Boulevard (crossing the light rail tracks) to access the SMW Station. These customers would access the Metro Station in an event mode configuration and would queue in Olympic Boulevard. Customers would also utilise Olympic Boulevard, Murray Rose Avenue and Dawn Fraser Avenue to access the T7 Train Station and PLR2 services at Jacaranda Square.



**Figure 4.65:** Light rail operational scenario during major events with over 60,000 attendees (egress only)

# 4.10 FUTURE INFRASTRUCTURE

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The future transport infrastructure required to support Master Plan 2050 are summarised in Table 4.12 below.

**Table 4.12:** Summary of future transport infrastructure needs

Infrastructure need	Location
<b>Active transport</b>	
Active transport network improvements as identified in Table 4.3	For key active transport corridors
Active transport crossing infrastructure as identified in Figure 4.42	Sydney Olympic Park wide
<b>Public transport</b>	
Sydney Metro West – Sydney Olympic Park Station	Urban Centre
Parramatta Light Rail Stage 2 – 3 stops	Stops at P5 Car Park, Jacaranda Square, Olympic Boulevard
Bus network changes in line with opening of PLR2	Sydney Olympic Park wide
Bus network changes in line with opening of SMW	Sydney Olympic Park wide
Relocation of event bus terminal to northern end of Olympic Boulevard	Olympic Boulevard
Delivery of proposed rapid bus routes	Sydney Olympic Park wide
<b>Roads</b>	
Intersection improvements at Sydney Olympic Park’s four gateways	Silverwater Road / Holker Street, Parramatta Road / M4 Motorway / Hill Road, Parramatta Road / Birnie Avenue and Homebush Bay Drive / Australia Avenue
Key corridor intersections identified for upgrades	Australia Avenue / Bicentennial Park entry, Bennelong Parkway / Parkview Drive, Holker Street / Jamieson Street, Edwin Flack Avenue / Pondage link
Widening of Hill Road to support access to and from M4 Motorway, Parramatta Road and Silverwater Road (via Holker Street) and Carter Street development	Hill Road
Traffic modifications associated with introduction of PLR2	Hill Road / Australia Avenue / Dawn Fraser Avenue / Murray Rose Avenue
Intersection upgrades as identified on Movement Plan for each neighbourhood	Sydney Olympic Park wide Bennelong Parkway / Parkview Drive Holker Street / Jamieson Street
Investigation and establishment of a freight hub	Located adjacent to urban area, potential suitable locations identified include P3 or P6 (Showground).

# 4.11 TRANSPORT RELATED CHANGES IN THIS MASTER PLAN

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The below table summarises the transport related changes from the previous Master Plan 2030 to this Master Plan 2050 by each mode. This table includes key transport challenges, identified using an integrated transport and land use planning approach for development of the Master Plan.

**Table 4.13:** Transport related changes between master Plan 2030 (2018 Review) and Master Plan 2050

Transport element	Master Plan 2030 (2018 Review and Interim Metro Review)	Master Plan 2050
Active transport	<ul style="list-style-type: none"> <li>• Pedestrian plaza through Central Precinct (now termed Urban Centre) from Olympic Boulevard to SMW station.</li> <li>• Identifies new shared paths and grade-separated crossings to link urban precincts and parklands.</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple new active transport bridges including bridge over Sarah Durack Avenue connecting Southern Neighbourhood to Urban Centre and between Urban Centre and Bicentennial Park</li> <li>• Plan prioritises pedestrian priority streets and cycling throughout all new neighbourhoods. For instance, Parkview Drive (in the Eastern Neighbourhood) becomes a primary active street connecting to SMW station and new path along the southern edge of the Brickpit.</li> </ul>
Public transport	<ul style="list-style-type: none"> <li>• Large portion of planning work from 2030 Master Plan relating to SMW station is consistent with 2050 Master Plan.</li> <li>• Anticipates future SMW station in the town centre and included a pedestrian plaza from Olympic Boulevard to the station and relocating the bus interchange to Figtree Drive.</li> <li>• Acknowledges and makes provision for a possible PLR2</li> </ul>	<ul style="list-style-type: none"> <li>• Confirmed SMW Sydney Olympic Park Station</li> <li>• Assumed PLR2 will be delivered to serve west side of Sydney Olympic Park</li> <li>• New Ferry Wharf at Newington</li> <li>• Plans for frequent and rapid bus services under Bus Taskforce</li> </ul>
Coach	<ul style="list-style-type: none"> <li>• Retain substantial coach capacity but move to a more space-efficient configuration.</li> <li>• Consolidation of coach parking into a new structured facility and on-street bays, enabling redevelopment of coach parking facility.</li> </ul>	<ul style="list-style-type: none"> <li>• Existing coach parking sites redeveloped to Edwin Flack neighbourhood.</li> <li>• Coach parking to be managed with 150 bays, responding to reduced demand at a mix of on and off street locations</li> </ul>
Private vehicles	<ul style="list-style-type: none"> <li>• Introduced a refined street network to improve circulation and define development blocks.</li> <li>• Network changes focussed on growing the town centre whilst keeping event traffic to certain corridors.</li> </ul>	<ul style="list-style-type: none"> <li>• Primary movement corridors 'framing corridors' supporting car-lite precinct in areas of high place value</li> <li>• Funding received for Homebush Bay Drive / Australia Avenue intersection upgrade to signalisation.</li> </ul>
Car parking	<ul style="list-style-type: none"> <li>• ~10,000 event parking spaces spread across P1 – P6 parking sites.</li> <li>• Vision to gradually shift some of the surface parking provision to alternate uses such as commercial (hotel) and P5 to wave pool.</li> <li>• P5/P6 retained</li> <li>• Shared-use strategy with P1 – P4 serving both event and visitor needs.</li> <li>• Parkview Precinct (east of Central Precinct) to transition to mainly a basement parking for residents and local needs.</li> <li>• Aims to accommodate required parking to begin to remove excess surface parking in line with target for public transport mode share increase.</li> </ul>	<ul style="list-style-type: none"> <li>• Parking consolidation and reduced reliance</li> <li>• ~5,000 event spaces (reduced from 10,000) at a time in line with opening of major public transport projects (SMW and PLR2)</li> <li>• Haslams precinct P5/P6 repurposed. P6 repurposed for residential development and P5 for open space/recreation.</li> <li>• Introduces stretch parking rates to support car-lite vision and influence sustainable travel behaviour.</li> <li>• 2050 shifts Sydney Olympic Park away from mass car parking provision to providing only essential parking, leveraging extensive investment in public transport.</li> </ul>
Freight	<ul style="list-style-type: none"> <li>• Freight access limited to a few key streets to reduce conflicts.</li> <li>• Did not propose freight hub (consolidation facility).</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed freight hub in either P3 or new P6 parking locations to remove number of heavy vehicles throughout car-lite precinct</li> </ul>



# Future Opportunities

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Transport Strategy

# 5.1 FUTURE OPPORTUNITIES – URBAN AREA

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## HIGH SPEED RAIL

High Speed Rail presents a potential future opportunity for accessibility to Sydney Olympic Park. The Federal Government’s High Speed Rail Authority will work with states and territories to develop a high-speed rail network.

There is an opportunity for Greater Sydney’s High Speed Rail network to connect with Sydney Olympic Park within the Central River City. This could further support the accessibility of Sydney Olympic Park, however, isn’t likely in the short to medium term.

## EMERGING TRAFFIC MANAGEMENT TECHNOLOGY

Coupled with planned significant investment in active and sustainable transport in Sydney Olympic Park, emerging traffic management technology presents an opportunity to get the most out of the transport network. Existing, emerging and future technologies will enable improved planning, operation and management of our transport networks.

This can include smarter management of intersections, that prioritises high-capacity vehicles supporting a car-lite Sydney Olympic Park.

## CONNECTING EDUCATION DESTINATIONS

It is important that education destinations are well connected by active transport networks, including from public transport interchanges. This will play a key role in managing short private vehicle journeys.

## CONNECTED AND AUTOMATED VEHICLE TRIAL

A connected and automated vehicle trial was undertaken in 2016. In future connected and automated vehicles could be operating in Sydney Olympic Park at a much larger scale providing a core component of the transport network. This includes for freight delivery coupled with the freight hub.



Figure 5.1 High Speed Rail



Source: TfNSW  
Figure 5.2 Emerging traffic management technology



Source: TfNSW  
Figure 5.3 Connecting education destinations



Source: TfNSW  
Figure 5.4 Connected and Automated Vehicle Trial on Olympic Boulevard

## 5.2 FUTURE OPPORTUNITIES - PARKLANDS

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Accessibility to the Parklands of Sydney Olympic Park will be significantly improved as 2050 approaches. This is due to proposed PLR2, bus and ferry improvements.

### FUTURE CONNECTIONS TO THE ARMORY

Master Plan 2050 leverages the Armory's significance through re-imagining current access dependence on private-vehicles.

The improved public and active transport network to the Parklands provides further future opportunities for the Armory. This includes utilising the Newington Armory Heritage Railway and Parramatta River ferry services. Additional walking and cycling access into the Armory may also be achieved.

The Newington Armory Heritage Railway currently provides a Heritage Railway Discovery Tour. In future, this tour could act to enhance accessibility to the Armory and more widely the Parklands.

There is an opportunity to include an additional ferry stop adjacent to the Armory and Blaxland Riverside Park. This would unlock convenient and direct public transport access from other ferry stops along the river from Parramatta to Circular Quay.

### BETTER DISTRIBUTION OF PARK ACTIVITY

The Parklands are highly used bringing some places to over capacity on weekends. There is a need to spread this activity more evenly across the Parklands to relieve the pressure at the most popular locations including Riverfront Park and Bicentennial Park.

Improving the connectivity to, from and within Sydney Olympic Park to the surrounding land uses will distribute parkland activity. This could include parking demand management such as paid parking. Expanding active recreational spaces in Riverfront Park, and Bicentennial Park to other areas such as Haslams Park which will also better distribute park activity.

Planned public transport network improvements seek to support the better distribution of visitor activity.



Source: Parramatta Times (access 2023)

**Figure 5.5** Leveraging Parramatta River and ferry access



Source: Parklands Future Directions

**Figure 5.6** Variety of pedestrian paths including recreational walking routes



**Figure 5.7** Further re-imagined access to the Armory



Source: SOPA

**Figure 5.8** Newington Armory Heritage Railway

# 5.3 FUTURE INFRASTRUCTURE AND POLICY

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## EVENT ACCESS AND CLOSURES

The key changes to event access and road closures to realise the future operation of the Urban Area and ensure that residents and businesses are not regularly impacted include:

- Consolidation of the Aquatic and Plaza event bus terminals on Olympic Boulevard to a combined facility in the Plaza Bus Terminal in the north of the Stadia precinct.
- Closure of Olympic Boulevard north of Figtree Drive for major events
- Closure of Olympic Boulevard north of Herb Elliott Avenue for minor events
- Ensuring regular bus routes are not diverted during major events

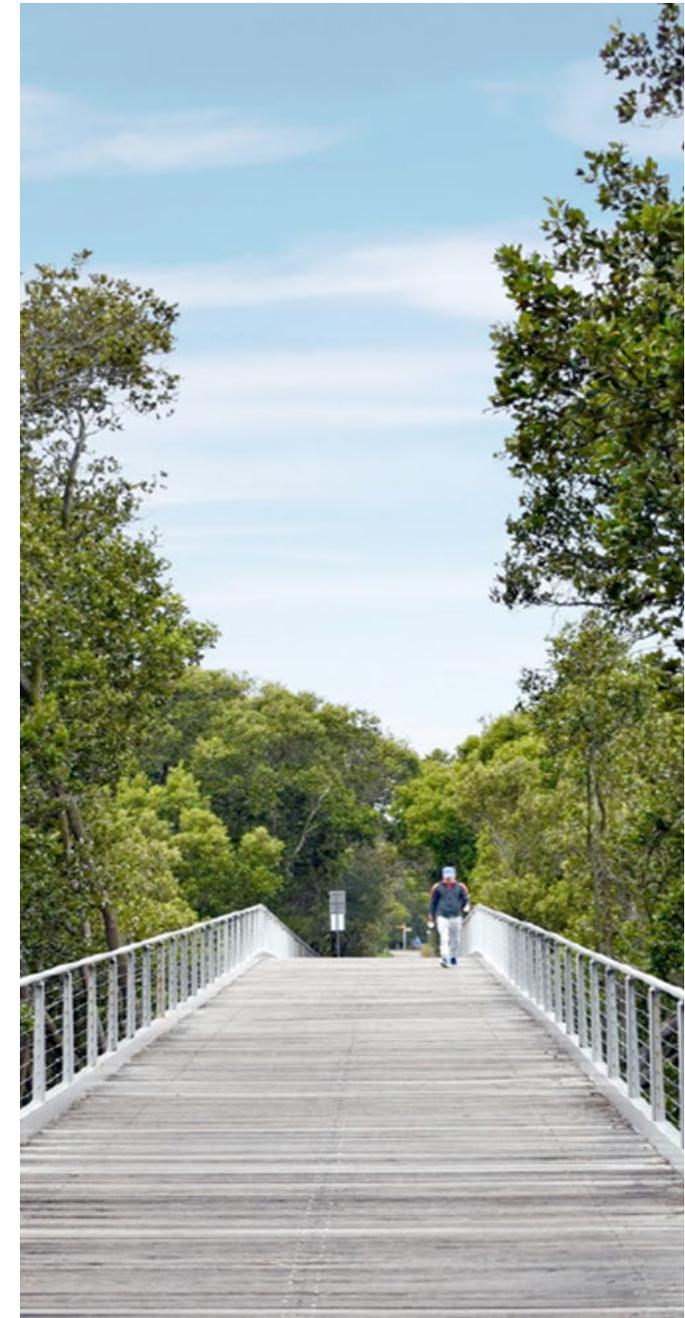
Whilst this strategy has adjusted parking rates for private development, it is also recommended that a revision of public parking rates associated with staging events at Sydney Olympic Park and included within venue agreements be revised to incorporate a maximum of 5,000 spaces. This car parking supply is required to reach the target of 80% of event patrons by non-car modes as outlined in Section 4.4 including the introduction of SMW and the proposed PLR2 light rail and a modification of the 22 year old event bus network.

Evidence of car parking occupancies during events suggest a reduction from 10,000 spaces to 5,000 spaces is appropriate in conjunction with the opening of SMW.

## WORKPLACE TRAVEL PLANS

All non-residential developments in the urban centre will be required to prepare and implement a Work Place Travel Plan outlining how the development will comply with the transport strategies and relevant mode share target for utilisation of public transport and minimisation of car travel during peak commuter periods.

The Work Place Travel Plans are to comply with SOPA's Travel Plan Guidelines. These guidelines require that a Work Place Travel Plan form part of a development application. Part of any consent will include the implementation of a Detailed Travel Plan as part of the operation of any approval at Sydney Olympic Park. The Travel Plan is also subject to annual review.



# 5.4 TRAVEL DEMAND MANAGEMENT

Travel demand management measures will be important to reduce the number of private vehicle trips to be generated by the proposed Master Plan 2050. Travel demand management was first identified as a measure in the 2002 Master Plan. Budget allocations for a workplace travel plan officer to assist in delivering travel demand management programs were incorporated into the Sydney Olympic Park Infrastructure Contributions Plan 2030.

This Transport Strategy calls for a longer-term view of travel behaviour and, in particular, requires consideration of principles of transport sustainability. All of Sydney’s regional and sub-regional centres will come under increased pressure from car travel. Local and State governments recognise this and are adopting a range of policies to encourage increased use of public transport through parking levies, controls on parking supply and investment in public transport projects.

SOPA working with TfNSW and the local business association Sydney Olympic Park Business Association (SOPBA) will be important stakeholders in maximising the outcomes of local travel demand management measures. SOPA should continue to engage with TfNSW to promote and incorporate best practices as part of future travel demand management throughout the park.

The roles of SOPA, TfNSW and adjacent councils in the monitoring and review of travel demand management measures should be confirmed. This should include periodic reporting of travel patterns and mode share trends to ensure mode share targets defined are being achieved.

Continued growth in non-car mode shares is required to enable the development yields proposed by Master Plan 2050. Factors which would assist in managing the increased levels of demand include:

- Increased public transport patronage through the introduction of SMW. Public transport patronage will continue to the associated increase in feeder public transport services
- Increased ‘internal containment’ of trips. This refers to the proportion of trips which start and end within Sydney

Olympic Park. This would increase due to the increasing population both living and working in Sydney Olympic Park.

- Increased walking and cycling trips. This would be driven primarily by the increase in internally contained, short-distance trips within Sydney Olympic Park.
- Limiting parking supply. Limiting parking supply (in combination with increasing public transport provision) and increasing road congestion will continue to reduce the appeal of car transport and increase the relative benefits of public transport use.
- Reduction on freight vehicle movements through freight hubs.

## CAR SHARING POLICY

In high density areas, with mixed and diverse uses, car sharing programmes can limit the need of individuals to own private vehicles.

SOPA should seek to implement a structured car sharing policy, similar to that of the City of Sydney. This policy outline criteria and community consultation requirements for the implementation of car sharing parking spaces throughout the LGA. By providing a clear policy, it is possible to not only ensure suitable competition across the park but placement of spaces is in line with aspiration and demand.

By implementing a robust policy, SOPA will seek to:

- Increase social inclusion resulting in more household accessing vehicles who may otherwise been unable to.
- Reduce pressure on kerbside space by reducing the need to own a private vehicle.
- Reduce net traffic and greenhouse emissions for the park.



# 5.4 TRAVEL DEMAND MANAGEMENT

## WORKPLACE TRAVEL DEMAND MANAGEMENT

The original Transport Strategy for Sydney Olympic Park Master Plan 2030 identified a need for all businesses to develop and implement Workplace Travel Plans, and recommended that a position be created for a Workplace Travel Plan Project Officer, typically funded through a local business association such as SOPBA. Such travel plans will incorporate specific and measurable goals regarding vehicles used per worker, and ways in which flexible work arrangements can be encouraged. In the time since the original Transport Strategy was developed, there has been a significant positive change in commuter travel behaviour. This has been due to the lobbying efforts of both SOPA and the local business association SOPBA.

For businesses within Sydney Olympic Park, a workplace travel plan will be of vital importance to maximise the benefits of the existing and future networks. For example, unlike many similar centres, substantial amount of sustainable infrastructure already connects and crosses the park including state recognised cycle routes, train and bus services. In to the future this will be further enhanced through the provision of SMW and the proposed PLR2 services. Equally, as we transition from COVID-19 and more employers look at workplace return, the importance of providing flexible, safe and sustainable modal choices will be greater than ever.

The key outcomes which workplace travel planning can achieve are:

- travel plans will directly assist SOPA in achieving their sustainability objectives
- travels plans will maximise the accessibility by all modes and maximise the use of all available transport services and infrastructure
- The introduction of SMW will address and enhance the perception of Sydney Olympic Park as an accessible location for business amongst developers

- SOPA has a clear opportunity through the Development Application (DA) process to encourage and assist incoming developers and tenants develop and implement meaningful travel plans that support staff as they relocate to Sydney Olympic Park from other workplaces
- to further promote a mode shift and offer ongoing support to business, SOPBA should consider establishing a Transport Management Association (TMA) like Macquarie Connect which assists with implementing travel demand management initiatives.
- It is strongly recommended that SOPA develops and implements its own travel plan thereby providing a key example within Sydney Olympic Park of travel plan implementation and demonstrating the organization's own commitment to its vision and mission goals.
- revised car parking rates in new developments

## PARKLANDS RECREATIONAL PARKING

There is a need to evenly distribute Parklands recreation use at peak times (weekends and public holidays). SOPA's introduction of paid parking into the Parklands is the first step of a recreation parking demand management strategy.





# Summary of Recommendations

Transport Strategy

# 6.0 SUMMARY OF RECOMMENDATIONS

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## RECOMMENDATIONS AND CONCLUSIONS

Sydney Olympic Park's movement network will prioritise people, support sustainable lifestyles and foster a thriving neighbourhood.

This Transport Strategy identifies Movement Principles to achieve the Vision for Sydney Olympic Park. Master Plan 2050 incorporates and responds to these principles. These include:

1. Enhance 30-minute travel catchments and reduce reliance on private vehicles to access key destinations and support thriving and healthy 15-minute walkable and cycle friendly neighbourhoods
2. Prioritise walking, cycling, micro-mobility and public transport over private vehicles
3. Support car-lite, active, sustainable travel options through reduced parking supply and improved access to, from and at public transport nodes (stops and stations)
4. Reduce event car parking capacity from 10,000 spaces to 5,000 spaces with the introduction of SMW and PLR2
5. Support independent travel by people of all ages and levels of mobility by facilitating safe and attractive crossings of main roads, main streets and waterways
6. Better balance road space allocation on the street network to prioritise walking, cycling, public transport and location of parking on the periphery
7. Integrate safe and separated, strategic cycling connections for e-bikes and micro-mobility devices.
8. Incorporate event transport requirements into the design of Sydney Olympic Park to reduce community disruption, create pedestrian priority and support public transport access over car parking
9. Consolidate the event bus network into one consolidated event bus terminal at the northern end of Olympic Boulevard
10. Introduce a finer grain network of local streets, laneways and public plazas to provide activation, urban spaces to explore and more direct walking and cycling access.
11. Locate community facilities and amenities within close proximity to public transport nodes (including bicycle / micro-mobility parking where suitable).
12. Provide consistent and identifiable thresholds (gateways) to Sydney Olympic Park through planting, lighting, public art and wayfinding.
13. Leverage built form landmarks, view corridors, landscape and lighting to reinforce urban street and Parkland connections.
14. Provide efficient rail connections to Sydney Olympic Park from Regional NSW and across the six cities with attractive travel times.
15. Explore provision of electric charging stations for private vehicles within buildings and at strategic locations.
16. Maximise the use of off-street parking structures for secondary uses such as freight distribution, waste and recreation.
17. Dynamically manage and allocate the kerbside to use it more productively and achieve the vision for the place. On street parking is prioritised for loading activities, mobility parking and short stay use.
18. Encourage shared basements for multiple development sites within precincts to deliver development cost savings and reduction in servicing and maintenance cost whilst also reducing service level vehicle traffic.
19. Minimise vehicular freight movements and emissions especially in the Urban Area and explore the potential for freight hubs (urban consolidation centres).
20. Leverage the introduction of SMW to establish a multi-modal hub incorporating bike parking, micro mobility hire/parking, EV charging, taxi, drop-off
21. Explore applications of smart city digital monitoring to better understand movements and demands to improve transport operations at Sydney Olympic Park.
22. Ensure public domain is navigable for people with all levels of mobility
23. Improve freight efficiency, access and reliability on Main Roads and Main Streets.
24. Deliver safer speed settings and infrastructure safety treatments on Sydney Olympic Park roads
25. On street parking is restricted to one side of shared streets to prioritise more space for walking, cycling, outdoor dining, street furniture and tree cover.
26. On street parking is utilised as a traffic calming feature and a buffer to traffic for pedestrians
27. On street parking should be dynamic in its use and provide different functions at different times of the day.
28. Introduce car sharing to increase social inclusion by enabling more households to access shared vehicles that they may otherwise, have been unable to. This will also reduce pressure on kerbside space by reducing the need to own a private vehicle, reduce net traffic and greenhouse emissions for the park.
29. Future traffic operations requirements should be further progressed to identify responsible authority, cost estimates and funding source
30. Encourage shared use of loading dock facilities through common basements
31. Develop various controls to minimise impact of freight whilst retaining freight efficiency



# ADDRESSING SUBMISSIONS AND KEY ISSUES

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## OVERVIEW OF SUBMISSIONS AND THE MASTERPLAN RESPONSE

The draft Master Plan 2050 was publicly exhibited from October to November 2024, during which community and stakeholder submissions were invited. In summary, feedback covered a wide range of themes including housing density, transport, parking, public open space and infrastructure provision.

In response, Master Plan 2050 has been revised to consider feedback received. This section presents a summary of the transport related changes to Master Plan 2050 in response to submissions received. This includes specific changes to population density, reduction in parking provision and event parking considerations.

## INCREASE IN POPULATION DENSITY

The revised Master Plan 2050 saw an increase in dwelling and population density and a decrease in employment density. The changes from the draft to the final Master Plan 2050 include:

- Dwellings increased from 13,000 to 15,000
- Population increased from 28,000 to 33,000
- Jobs decreased from up to 32,000 to up to 26,000.

These shifts will place increased demand on the local and regional transport network. A larger residential population will drive greater demand for local transport services throughout the day and evening, including access to schools, shops, community facilities and recreational areas. At the same time, reduction in employment density may lead to more residents travelling outside the precinct for work and less car generated trips.

The Transport Strategy supporting Master Plan 2050 outlines a high quality transport network supporting the local movement of residents within Sydney Olympic Park to key destinations as mentioned. This includes a dedicated active transport network supporting all users, improved connections between urban areas and parklands and pedestrianised civic streets. A 15-minute neighbourhood accessibility assessment was completed and informed early transport planning

decisions to support accessibility by active modes to key daily destinations (such as those mentioned). This is also reflected in the high walking and cycling mode share of 12% and 8% respectively.

In addition, future Parramatta Light Rail Stage 2 and enhanced local bus services feeding Sydney Metro will further support accessibility within Sydney Olympic Park and to adjacent neighbourhoods.

With a reduction in planned jobs there may be an increase of residents travelling outside the precinct for work. However, with the significant increase in accessibility to major employment centres such as Parramatta CBD and Sydney CBD, no major transport changes have been made to reflect the increase in population density or decrease in jobs.

The Master Plan 2050 team has reviewed both the changes and their spatial distribution, and determined that the planned transport network, as set out in the draft Master Plan 2050 Transport Strategy supports achieving the long-term vision for Sydney Olympic Park.

## REDUCTION IN PARKING PROVISION AND MAXIMUM PARKING RATES

The future of Sydney Olympic Park is to become a car-lite precinct, supporting a vibrant, sustainable and transit-oriented community. As high-capacity public transport services such as Sydney Metro West and Parramatta Light Rail Stage 2 come online, the need for extensive parking structures will diminish, allowing the precinct to evolve and make better use of valuable space in a high density community.

The parking rates adopted in Master Plan 2050 were developed in partnership with Transport for NSW as part of the Interim Metro Review, and benchmarked against comparable precincts such as Chatswood, Carter Street, and Parramatta Road. These rates have been carried through to Master Plan 2050 and are designed to encourage public transport use, reduce car dependency, and support the long-term marketability and liveability of new dwellings. Future stretch targets for the further reduction of parking rates in line with places such as the City of Sydney have been identified for exploration post the introduction of metro and light rail.

When considering similar precincts, it is evident that high-quality, frequent public transport can support strong demand and vibrant communities, with low car dependency. As we move forward to implementing Master Plan 2050, travel behaviour and parking needs will need to be closely monitored to understand the rate of take-up of sustainable modes or the barriers remaining.

## EVENT PARKING

Events are central to the identity of Sydney Olympic Park, shaping its reputation as a world-class destination for sport, entertainment and cultural gatherings. Master Plan 2050 will realise significant development of Sydney Olympic Park whilst maintaining its function as Sydney's key events precinct.

Parking across the precinct will be reduced from ~10,000 to 5,000 spaces at the same time as high-capacity public transport services come online. The maintaining of 5,000 spaces dedicated for events and associated mobility parking ensures that those who are required to drive can still access events but at a cost or with limits on available capacity in line with other stadia throughout Australia.

Besides the repurposing of P5 and the potential relocation of P6 car park, there is no proposed removal of parking infrastructure but rather it be allocated to other uses (i.e. not dedicated for event use) e.g. freight, coach parking, precinct non-event parking, sports and community uses etc. It is important that travel demand management messaging regarding the reduction in parking supply is undertaken at the same time as Sydney Metro is delivered otherwise there is no leverage for people to change behaviour and get out of their cars after the fact. The revealed travel behaviour will be monitored post the introduction of Sydney Metro West and PLR2 and adjusted accordingly as required.

As Sydney Olympic Park transitions into its next phase of growth, the approach to event parking will be dynamic and responsive. Ongoing monitoring of event and background travel behaviour following the introduction of Sydney Metro West and Parramatta Light Rail will inform future adjustments to parking allocation and demand management strategies with the vision in mind.