



# Interchange Access Plan – Sydenham

JANUARY 2019 - VERSION 0.20



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# Sydney Metro

Sydney Metro will deliver state-of-the-art rail services to the people of Sydney and will be the first fully-automated metro rail system in Australia. Combining best-practice design and operations with the opportunity to deliver urban renewal and place-making, Sydney Metro will deliver a step change in the provision of safe and efficient rail services that maximise customer experience.

Together with other projects in *Sydney's Rail Future*, Sydney Metro will support a major increase in the capacity of Sydney's rail network, with a train every four minutes during the peak hour and a line capacity of 40,000 passengers per day. The project will significantly improve reliability and service provision

across the rail network by addressing current and emerging constraints, including train, platform and station crowding, and network complexity.

Sydney Metro Northwest, from Tallawong to Chatswood is the first stage of Sydney Metro, with Sydney Metro City & Southwest from Chatswood to Bankstown included as the second stage. Sydney Metro Northwest will deliver, for the first time, a reliable public transport service to a region that has the highest car ownership levels per household in NSW. Over the coming decades, an extra 200,000 people will move into Sydney's north-west, taking its population above 600,000, or twice the size of Canberra.

Sydney Metro will deliver 66 kilometres of metro rail

between Tallawong and Bankstown via the Sydney CBD. The projects include:

- Eight new stations between Tallawong and Cherrybrook, including four kilometres of elevated skytrain between Bella Vista and Rouse Hill.
- 15 kilometres of twin tunnels between Bella Vista and Epping.
- Conversion of five existing stations and the railway corridor between Epping and Chatswood to metro operations.
- Seven new underground stations between Crows Nest and Waterloo, including 15 kilometres of tunnels.
- Renewal and conversion of eleven existing above-ground stations between Sydenham and Bankstown to metro operations.

The conversion of existing railway corridors and stations to metro operations will include upgrades to platform, overhead electricity and track infrastructure, and electronic and communication systems.

## Interchange Access Plan issues, assessment and actions

The Interchange Access Plan has been developed by applying broad transport and access standards, guidelines, principles and strategies to the specific physical and operating environment of the interchange. It consolidates the requirements and aspirations for good customer transfer and identifies potential barriers or risks to achieving them, considering anticipated patronage and movement patterns once metro services are in operation.

The Interchange Access Plan sets out areas that are likely to require attention, either as part of the metro development or subsequently, and identifies the agency or stakeholder responsible for delivering improvements. Some improvements to infrastructure and operations will be made as a direct result of constructing the metro stations and associated works. Any future proposed improvements would be informed by further detailed assessment of infrastructure design, capacity and condition, guided by the Interchange Access Plan.



Sydney Metro

## Interchange Access Plan purpose

The Interchange Access Plan has been prepared to:

- Respond to the requirements of the Sydney Metro City & Southwest – Chatswood to Sydenham conditions of approval.
- Provide detailed interchange deliverables.
- Inform the interchange design of transport and access facilities, including footpaths, cycle paths and bike parking, bus stops (temporary transport requirements considered), and car parking.
- Identify customer amenities, shelter, and road and traffic management required to ensure easy, accessible, safe and efficient customer transfer when services start in 2024.
- Provide a list of actions for delivery partners and other stakeholders to enable the implementation of an easy customer transfer which supports the project objectives.

The Interchange Access Plan is provided to inform planning and investment decisions. This document will be updated in response to station design as required.

## Sydney Metro objectives

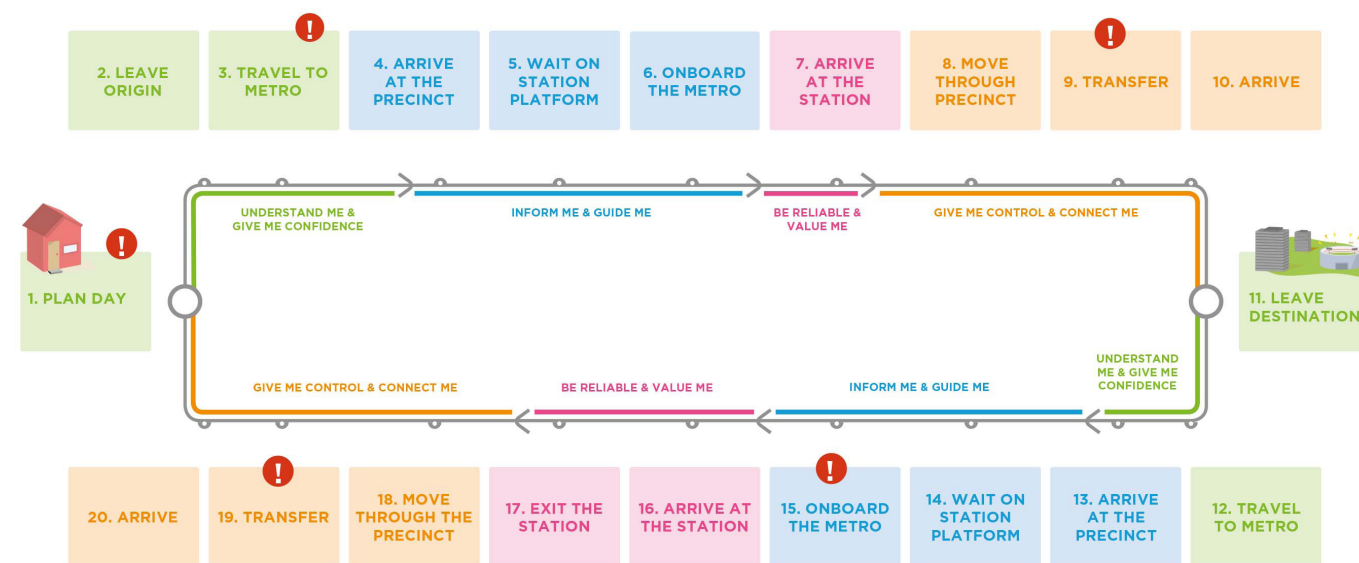
The objectives of Sydney Metro are to:

- Improve the quality of the transport experience for customers.
- Provide a transport system that is able to satisfy long-term demand.
- Grow public transport patronage and mode share.
- Support the productivity of the Global Economic Corridor.
- Serve and stimulate urban development.
- Improve the resilience of the transport network.
- Improve the efficiency and cost effectiveness of the public transport system.

## Interchange and transfer principles

Transport for NSW (TfNSW) is responsible for ensuring the needs of the customer are at the centre of planning and decision making for the transport system, and that all projects and services are designed and operated accordingly. This is reflected in the TfNSW mission statement:

**‘The customer is at the centre of everything we do in transport.’**



! CUSTOMER PAIN POINT AT A HIGH LEVEL

Door-to-door-to-door experience for Sydney Metro

### Customer-centred design

Sydney Metro aims to serve a diverse set of customers who will undertake a number of journeys throughout the day and week using the metro. The design and delivery of service is centred around the customer – their needs, behaviours, and their jobs to be done.

Sydney Metro’s commitment is to deliver a reliable ‘door-to-door-to-door’ (from origin to destination and back again) transport solution (see figure below), which is easy for all customers, by the delivery of a thoughtfully designed, seamlessly integrated experience that helps move customers around safely, quickly and easily and is adaptive to change. Providing services centred around the customer is key to Sydney

Metro’s ongoing success and building a solid customer base.

Customers expect the provision of a service that is on time, clean, safe, comfortable, efficient, convenient, has the right information and has adequate customer service. These basics are key drivers of customer satisfaction.

Sydney Metro’s goal is to deliver a level of service that goes beyond satisfaction, makes it easy for customers to use the metro and encourages repeat use across the multiple types of journeys they may make. This will support TfNSW’s goal of increasing the number of journeys taken on public transport by the public, both in the peak and off-peak periods.

Sydney Metro provides a customer focus by addressing customer needs at all stages of the journey. A critical principle of Sydney Metro is that every effort will be made to make good connections to other modes, ensuring easy and quick transfer. It is critical to customers that their journey is seamless and well integrated across all connecting modes and that there is easy and safe access to connect to/from the metro.

At each stage of the journey there are a number of touchpoints where the customer will interact with a TfNSW product, service, system or is interacting in one of TfNSW’s spaces such as a station or an interchange or using one of TfNSW’s modes. At these touchpoints the aim is to make it easy to interact as well as provide consistency in service delivery and information, such that it is easy for a customer to have a seamless journey.

The stations, interchanges, trains and complete travel experience all contribute to and will be integral to the customer experience. A high-quality transport product is critical to attracting and retaining customers, and also to meeting broader transport goals.

Linking communities, schools, hospitals, key destinations and businesses with the new metro network is key in delivering the easy customer experience.

### Sydney Metro customer principles

The Sydney Metro customer principles inform the design, development and operation of the services, products, systems and spaces to enable customers to have an easy and safe customer experience.



Sydney Metro customer principles



## Interchange and transfer principles *continued*

### An integrated customer journey

Customers see their journey from 'door-to-door-to-door' and may plan and use multiple travel modes throughout their journey in order to achieve their tasks. It is critical to customers that their journey is seamless and well integrated across all connecting modes, and that access to/from the metro from other modes is easy, efficient and safe.

The Sydney Metro customer journey map captures the touchpoints in a customer's journey from door (origin - planning the day) to door (destination) to door (return to origin). Key customer satisfaction drivers and customer principles that are important to customers have been noted at each journey stage. The satisfaction drivers indicate the service attributes that customers consider most important, what customers believe represents value, and the elements of the transport experience that contribute to customer satisfaction. Customer experience of the transport system is made up of two core elements - the functional benefit and the experience of the journey itself. Customer Value Proposition research suggests there are a number of broad factors that encourage people to use public transport. These factors reflect the trade-offs customers consider when making their travel choices and indicate known customer 'pain points' that impact customer interaction with public transport. Sydney Metro must ensure that these elements are well understood in order to deliver products, services, systems and stations that match customer needs and increase its customer base.

### Access and egress

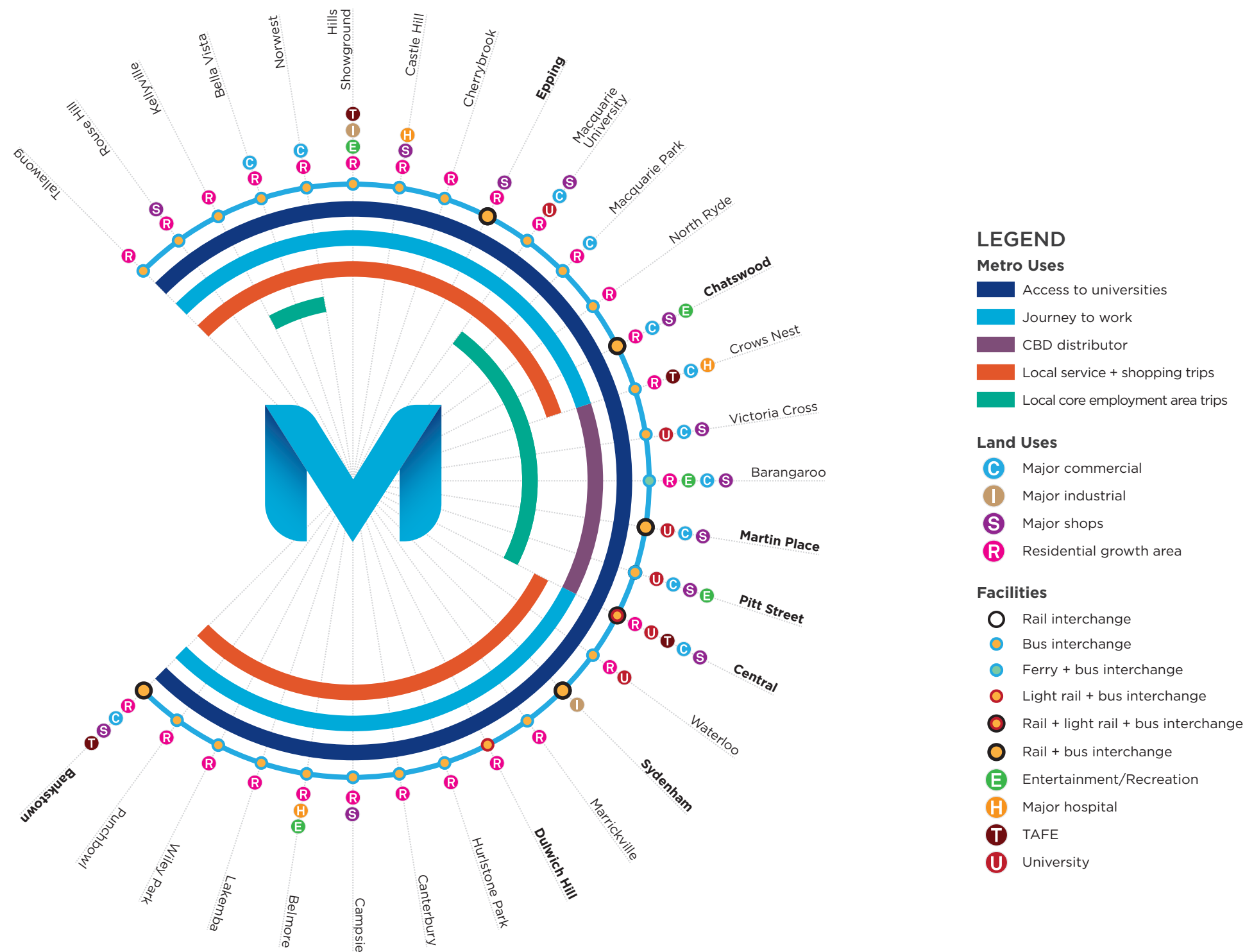
Sydney Metro will facilitate a diverse range of trips, providing not only a fast journey to work but also encouraging trips for other purposes such as access within the Sydney's north-west, Sydney's Global Economic Corridor, the north-west business park, local or business trips, access to universities and educational institutions, and service and recreational uses.

In order to facilitate a range of trips across the multitude of destinations Sydney Metro stations will act as both origins and destinations for these trips. Each

station will vary to the extent that it is a trip origin or destination throughout the day. The diagram on this page shows the diverse range of trips to a variety of land use categories.

In general, stations with high levels of surrounding employment and/or educational institutions, such as Norwest or Macquarie University, tend to be destination stations in the morning peak period. Stations with high

surrounding residential areas, such as Cherrybrook and Epping, tend to be origin stations in the morning peak period. This trend reverses in afternoon as people return to their homes.



Sydney Metro trip diversity and accessibility

### LEGEND

#### Metro Uses

- Access to universities
- Journey to work
- CBD distributor
- Local service + shopping trips
- Local core employment area trips

#### Land Uses

- C Major commercial
- I Major industrial
- S Major shops
- R Residential growth area

#### Facilities

- Rail interchange
- Bus interchange
- Ferry + bus interchange
- Light rail + bus interchange
- Rail + light rail + bus interchange
- Rail + bus interchange
- E Entertainment/Recreation
- H Major hospital
- T TAFE
- U University



## Interchange and transfer principles *continued*

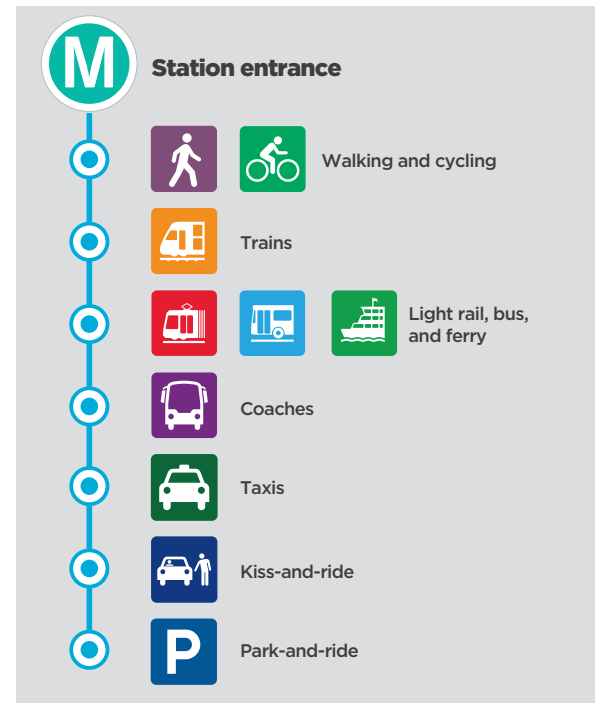
### Modal hierarchy

Designing an efficient interchange requires the allocation of space to different users, according to TfNSW's modal hierarchy. Wherever possible, this hierarchy aims to prioritise transfers from more equitable and sustainable modes, such as walking and cycling, over vehicle-based modes, including the provision of supporting infrastructure. The modal hierarchy used in this plan is consistent with the transport planning principles defined in the EIS.

Due to the location of each station, particularly within the Sydney CBD, in general, metro customers are not expected to access the station by driving their car. No car parking is to be provided at any of the metro stations between Chatswood and Sydenham and no additional parking will be provided between Sydenham and Bankstown.

Every arrival or departure from each station will be as a pedestrian – either from the precinct or after transferring from or to connecting modes.

Consideration is given to accessible facilities for all



Modal hierarchy

modes of travel. The design of the interchange aims to prioritise customers with accessible requirements.

Transport mode	Description
<b>Walking and cycling</b>	<p>Walking and cycling are the highest priority access modes as they are the most sustainable, cost-effective, equitable and accessible. Pedestrians and bicycle riders have the lowest environmental impact and (typically) require the least amount of space, while they also contribute to personal safety, urban and commercial viability.</p> <p>For stations located within established urban areas, walking and cycling access will be predominantly along existing paths and routes, which may require upgrade. Additional new paths and routes may also be required. For stations located within new or developing urban development areas, additional new paths and routes may be proposed.</p> <p>The interchange must provide safe, easy, quick, direct, continuous, high-quality, clearly signposted and accessible access between the station and other modes for connecting and transferring customers.</p> <p>A safe and well-defined pedestrian connection shall be provided from the station entry/exit to the nearest footpath on the adjacent street network. Pedestrian routes within the station and interchange shall be clear, direct, unimpeded, accessible, provide for clear sight lines and passive surveillance, and facilitate easy circulation. Pedestrian risks within the station and interchange shall be reduced by highlighting all hazards with high-contrast finishes, special lighting or tactile paving.</p>

Transport mode	Description
	<p>Pedestrian networks in and around the station must encourage walking, cater for forecast demand, minimise delays crossing roads, and provide access to the station and other modes for all (including older people, and people with young families and disabilities, who have greater safety and mobility needs) in line with <i>Disability Discrimination Act 1992</i> (DDA) requirements. Through-site links to stations should be open 24 hours a day (or as long as metro is operating).</p> <p>Pedestrian infrastructure shall be designed to accommodate modelled volumes/demands and to protect pedestrians from other road users in accordance with relevant Australian Standards, and Austroads and NSW Government guidelines.</p> <p>For bicycle riders, the interchange must provide safe and clear bicycle access in the vicinity of the station, signage and bike parking facilities at stations, in order to encourage cycling to Sydney Metro.</p> <p>Cycle routes must be of a high quality outside the stations, be designed to accommodate forecasted modelled user demands in accordance with Australian Standards and Austroad Guidelines, and be safely integrated with the local network.</p> <p>The station must enable through-access to allow for bicycles to be taken on metro trains. Cycleways need to be separated from vehicles, pedestrians and parked cars in accordance with Austroads Guidelines and NSW Government directions.</p> <p>Bicycle access and bike parking must be provided at all stations in accordance with Australian Standards, Austroads Guidelines and NSW Government directions.</p>
<b>Rail</b>	<p>Customer transfer from rail services will occur between platforms at Epping, Chatswood, Martin Place, Central, Sydenham, and Bankstown Stations. At these stations clear and intuitive wayfinding should be provided to ensure an easy customer transfer. At other stations customers will need to exit the stations and use existing footpaths to connect to other rail stations.</p> <p>Sydney Metro interchanges shall incorporate accessible facilities, and safe, accessible paths of travel between Sydney Metro platforms and other rail platforms, in accordance with the <i>Disability Standards for Accessible Public Transport 2002</i> (DSAPT).</p>
<b>Light rail, bus and ferry</b>	<p>Transfer to other public transport modes is a high priority in station planning. These services expand the effective catchment area of Sydney Metro. Seamless transfer is required in order to encourage linked trips within the public transport network.</p> <p>Sydney Metro interchanges shall incorporate accessible facilities and safe, accessible paths of travel between station and light rail, bus and ferry facilities, in accordance with the DSAPT.</p>
<b>Coaches</b>	<p>Transfer to coaches is the next highest priority after public transport in station planning. Coach services provide connection to major city and regional NSW destinations. Transfer between coaches and the connecting public transport services and/or surrounding land use is important to ensure high level customer experience.</p> <p>Sydney Metro interchanges shall incorporate accessible facilities and safe, accessible paths of travel between the station and the coach facility, in accordance with the DSAPT.</p>



## Interchange and transfer principles *continued*

Transport mode	Description
<b>Taxi</b>	<p>Taxis are the highest priority of the car-based modes, supplementing the public transport system for access to destinations separated from the public transport network.</p> <p>Taxi access and parking should be provided at all stations, with shelters, seating and taxi providers' contact details.</p> <p>Taxi zones are to be visible and well signposted, and located where taxis can depart easily in most directions to reduce any unnecessary travel to reach the passenger's destination.</p> <p>Sydney Metro interchanges shall incorporate accessible facilities, and accessible paths of travel between station and taxi facilities, in accordance with the DSAPT.</p>
<b>Kiss-and-ride</b>	<p>Kiss-and-ride is the preferred mode of those accessing the station by private vehicle, but a relatively low priority. Kiss-and-ride supports the concept of car sharing, trip chaining and ride sharing, reducing the number of single-occupant trips, and, in some instances, parking demand.</p> <p>Kiss-and-ride spaces are to be provided where safe and efficient vehicle access and high vehicle turnover is available, as part of kerbside parking or within station car parks closest to the station. Kiss-and-ride in CBD areas will not be provided for exclusively, but could occur in existing short-term parking zones. Access must be safe and easy for vehicles to enter and exit, minimising conflicts with pedestrians, cycles, buses and other vehicles.</p> <p>Ridesharing services, such as GoCatch and Uber, will use kiss-and-ride zones to pick up and drop off passengers.</p> <p>Sydney Metro station interchanges shall incorporate accessible facilities and accessible paths of travel between station and kiss-and-ride facilities in accordance with the DSAPT.</p>
<b>Park-and-ride</b>	<p>Park-and-ride is the lowest priority of all modes. Given the high accessibility to sustainable transport modes in Sydney, formal parking facilities are only suggested outside of major centres. The stations between Chatswood and Sydenham will not include park-and-ride facilities and there is no additional car parking proposed for stations between Sydenham and Bankstown.</p> <p>For Sydney Metro Northwest, due to the extent of likely station catchments and the nature of the local transport networks, 4,000 parking spaces will be provided for metro customers at Tallawong, Kellyville, Bella Vista, Hills Showground and Cherrybrook Stations.</p> <p>Access to parking areas should be located away from town centres where possible, with new parking areas accessible by a safe, well-lit footpath to enable customers to drive and catch the train. Parking areas should also be located and designed to minimise disruption to walking connections between town centres and the station.</p> <p>Car park layouts shall ensure safe and efficient entry, exit and circulation for pedestrians and vehicles. Car parks shall have clearly marked pedestrian circulation to achieve safe segregation of pedestrian pathways and vehicles in car parks. Car park access points shall be oriented away from station entries to avoid conflicts between pedestrians and vehicles.</p> <p>Park-and-ride shall be compliant with the Sydney Metro Northwest Parking Management Strategy and the Sydney Metro City &amp; Southwest Parking Management Strategy.</p>

	Walking	Cycling	Trains	Light rail	Bus	Ferry	Coaches	Taxi	Kiss-and-ride	Park-and-ride
CHATSWOOD										
CROWS NEST										
VICTORIA CROSS										
BARANGAROO										
MARTIN PLACE										
PITT STREET										
CENTRAL										
WATERLOO										
SYDENHAM										
MARRICKVILLE										
DULWICH HILL										
HURLSTONE PARK										
CANTERBURY										
CAMPSIE										
BELMORE										
LAKEMBA										
WILEY PARK										
PUNCHBOWL										
BANKSTOWN										

Planned modal provision at stations



## Interchange and transfer principles *continued*

### Legislative requirements and applicable guidelines

Legislation or guideline	Description
<b>Legislation</b>	
<b>Disability Discrimination Act 1992</b>	<p>The act sets legislation to eliminate discrimination against users with disabilities.</p> <p>The principles of this act have been applied in the development of this plan and through the design development process to ensure safe, convenient and equitable access and transfer throughout the interchange for all levels of ability.</p>
<b>Disability Standards for Accessible Public Transport 2002</b>	<p>The purpose of <i>Disability Standards for Accessible Public Transport 2002</i> (Transport Standards) (DSAPT) is to enable public transport operators and providers to remove discrimination against people with disabilities from public transport services 'as far as possible'.</p> <p>These standards were applied throughout the interchange to ensure that safe, convenient, efficient and sufficient access and transfer is granted for all levels of ability.</p>
<b>Strategy and policy</b>	
<b>Future Transport 2056</b>	<p>The strategy is an update of the 2012 <i>NSW Long Term Transport Master Plan</i>. It outlines a vision, strategic directions and customer outcomes. The strategy acknowledges the vital role transport plays in the land use, tourism, and the economic development of towns and cities. It includes issue-specific and place-based supporting plans that focus on integrated solutions rather than individual modes of transport. The strategy also focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities needed for the future.</p> <p>The principles of this strategy have been applied in the development of this plan, including the six state-wide outcomes to guide the provision of interchange facilities, integration of the metro station with the future strategic transport networks and consideration of future changes in technology and innovation affecting customer transfers</p>
<b>Eastern City District Plan</b>	<p>Prepared by the Greater Sydney Commission (GSC), the <i>Eastern City District Plan</i> is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It contains the planning priorities and actions for implementing the <i>Greater Sydney Region Plan: A Metropolis of Three Cities</i>, at a district level and is a bridge between regional and local planning.</p> <p>The Eastern City District covers the Bayside, Burwood, City of Canada Bay, City of Sydney, Inner West, Randwick, Strathfield, Waverley and Woollahra local government areas.</p> <p>The content of the strategy has been considered in this plan by examining the context of the station in relation to the surrounding regional land uses and growth precincts, linkages to local, strategic and metropolitan centres, and connectivity to transport networks including rail, light rail and road corridors.</p>

Legislation or guideline	Description
<b>Guidelines</b>	
<b>Australian Standards</b>	<p>Standards relevant to construction, operation and maintenance of interchanges and all relevant modes.</p> <p>The relevant standards have been considered throughout the development of this plan and were used to guide the design development of the interchange. The standards were used to ensure the provision of safe and efficient multi-modal interchange facilities.</p>
<b>Austroads guidelines</b>	<p>Austroads' levels of service (LoS) establish standards of performance for key infrastructure, based on its ability to accommodate forecast use and movements safely and efficiently. Levels range from A to F, in descending order of performance.</p> <p>Austroads guidelines were considered throughout the development of this plan, and were used to guide the design development process to provide safe and efficient interchange facilities.</p>
<b>RMS Traffic and Transport Technical Directives</b>	<p>These documents are Roads and Maritime Services (RMS) complementary documents to the <i>Austroads Guide to Traffic Management</i> and the Australian Standards AS1742, 1743 and 2890</p> <p>The content of the directives were applied in conjunction with the relevant Austroads guidelines, and were incorporated in the design of the multi-modal interchange facilities, such as crossing facilities, and changes to the existing road layout.</p>
<b>Local council guidelines</b>	<p>Guidelines for development in the local government area, including:</p> <ul style="list-style-type: none"> <li>Marrickville Development Control Plan 2011</li> <li>Marrickville Local Environmental Plan 2011</li> <li>Marrickville Bicycle Strategy 2007</li> </ul> <p>Key principles of both the Marrickville Local Environmental Plan 2011 and the Marrickville Development Control Plan 2011 have been considered in conjunction with the development of this plan, and are reflected in the spatial considerations of the interchange. The planned infrastructure aligns with the local government guidelines and strategies.</p>
<b>TfNSW Interchange Wayfinding Requirements</b>	<p>Sets out requirements for wayfinding in transport interchanges.</p> <p>A comprehensive wayfinding strategy for the interchange has been developed in accordance with the core principles of the wayfinding requirements as outlined by TfNSW, and outlines objectives and controls to ensure that intuitive, clear and consistent signage is provided at the interchange.</p>
<b>TfNSW Interchange Planning Guidelines</b>	<p>Guidelines for the development of interchanges.</p> <p>These guidelines have been considered in the design of the interchange, to ensure high quality infrastructure and a safe and efficient service is provided throughout.</p>



## Interchange and transfer principles *continued*

### Legislative requirements and applicable guidelines *continued*

Legislation or guideline	Description
<b>Guidelines</b>	
<b>Crime Prevention Through Environmental Design</b>	<p>Provides guidance on crime prevention strategies through the design of physical spaces.</p> <p>The content of this crime prevention strategy has been considered through the development of this plan, as demonstrated through the station and interchange layout that includes the provision of pedestrian plazas and additional public domain to improve pedestrian safety.</p>
<b>NSW Bicycle Guidelines</b>	<p>Provides guidance to assist in the planning and design of high-quality cycleways within the on-road and off-road environments. The guide should be read in conjunction with Austroads guidelines, however it prevails for any differences.</p> <p>This plan responds to the relevant guidelines by incorporating the design principles in the delivery of bicycle facilities throughout and within proximity to the interchange, including bicycle paths and bicycle parking.</p>
<b>State Transit Bus Infrastructure Guide</b>	<p>Provides guidance to ensure the consistent delivery of safe and effective bus-related infrastructure across New South Wales.</p> <p>The key components of the guide have been considered throughout the development of this plan, including the planning of bus facilities and consideration of the availability and quality of the interchange and transfer facilities.</p>

Relevant RMS and DSAPT standards and guidelines were adhered to during the design of the interchange and will continue to be throughout the detailed design stages. In addition, the Design Review Panel (DRP) also considers accessibility requirements, RMS has been consulted on the IAP, and the design review process carried out by Sydney Metro comprises three stages.

### Operations and maintenance

The station must provide access for operations and maintenance activities. Sufficient space shall be provided at stations for the accommodation of buses in the event of planned or unplanned disruption of normal operations.

Further detail regarding the operation and maintenance of the interchange can be seen in the operations, maintenance and management provisions, which fits within the TfNSW Interchange Operations and Maintenance Framework.

### Defining the interchange area

The area to be included in the Interchange Access Plan has been determined by the particular local context of each metro station. The definition of the 'interchange' area reflects local pedestrian routes, circulation patterns and desire lines; land use and the level of activity around the station; relationships to other transport networks and modes; and the proximity of local access roads and routes.

The area to be considered as the interchange is effectively determined by:

- The current and likely demands for pedestrian access to the station entry/entries as currently proposed.
- Formal or informal bike routes and desire lines, in relation to the station entry/entries.
- The path of travel from the surrounding rail stations.
- The path of travel from the surrounding light rail stops, if applicable.
- The path of travel from the surrounding bus stops.
- Current or planned taxi zones, ranks or stands, as well as informal customer drop-off/pick-up points from/to taxis.
- The anticipated propensity for, and location of, drop-off and pick-up of customers as passengers in private cars.
- Major destinations within the immediate catchment of the station, including over site development to be undertaken as part of the metro project.



## Interchange and transfer principles *continued*

### Terms and definitions

Term	Definition	Ownership/responsibility
<b>Station</b>	The station building and all service facilities required for the operation of the metro, including the entries and exits, and under the direct responsibility of the contracted operator.  The station is within the interchange area, and includes the area directly owned by TfNSW as part of Sydney Metro or Sydney Trains, including the ground plane that will be used for over station development, the licensed maintenance area, and any other areas required for station operation.	One or more of the following: <ul style="list-style-type: none"> <li>• Sydney Metro operator.</li> <li>• TfNSW.</li> </ul>
<b>Interchange*</b>	The area and assets that facilitate easy, safe and intuitive customer access to and egress from the public transport network, transfer between modes by accessible paths, entry to urban centres, and an efficient customer journey. The interchange includes the station (see above).  The interchange can have multiple sites that may not be connected, and includes areas that are owned by other stakeholders.	One or more of the following: <ul style="list-style-type: none"> <li>• Sydney Metro operator.</li> <li>• TfNSW.</li> <li>• Other transport operators.</li> <li>• Local council.</li> <li>• RMS.</li> <li>• Private property owners.</li> </ul>
<b>Precinct</b>	The area that influences and interacts with the station and interchange, within the local context. The interchange provides a transport access focal point for the precinct, serving key attractions and generating opportunities for land use change and place-making opportunities within the precinct.  The precinct includes areas that are owned by other stakeholders.	One or more of the following: <ul style="list-style-type: none"> <li>• Local council.</li> <li>• RMS.</li> <li>• Private property owners.</li> </ul>
<b>Catchment</b>	The station walking catchment is generally within an 800-metre walk of the station. For suburban stations the catchment and the precinct may be the same. For urban stations the precinct will generally be smaller than the catchment. The Project may seek greater catchment areas to assess specific outcomes, such as parking impacts on local streets.  The cycling catchment for Sydney Metro stations is taken as 2.5 kilometres, due to their proximity to each other and potential destinations along the network. This is a comfortable 10-minute bike ride for an average rider.	One or more of the following: <ul style="list-style-type: none"> <li>• Local council.</li> <li>• RMS.</li> <li>• Private property owners.</li> </ul>

\* For Epping, Chatswood, Martin Place, Central, Sydenham and Bankstown Stations, many customers will transfer within the boundaries of the station – both between Sydney Trains services and between Sydney Trains and Sydney Metro services. These Interchange Access Plans acknowledge the need to consider the broader principles of customer transfer as an integral part of station design.

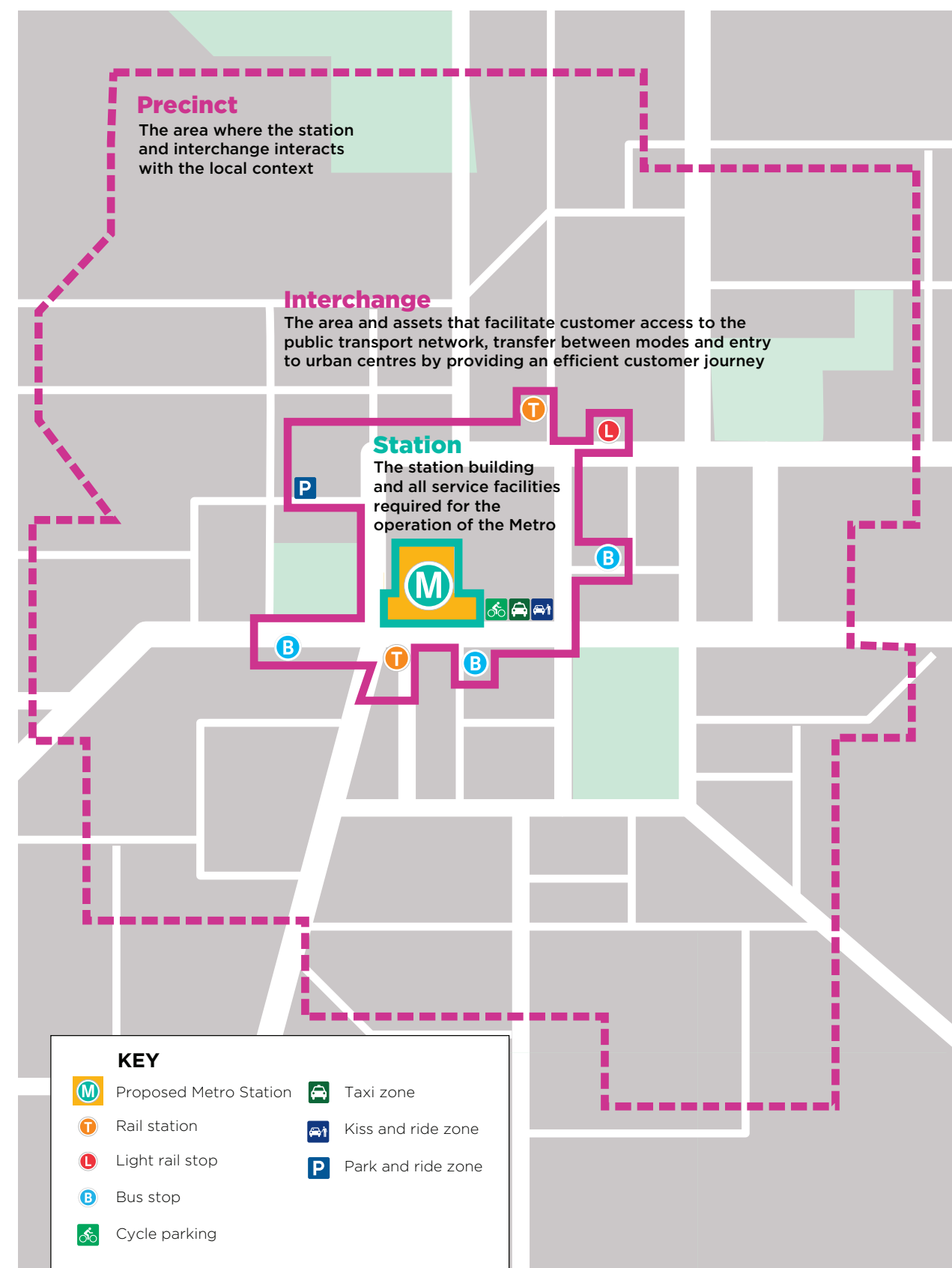


Illustration of terms and definitions



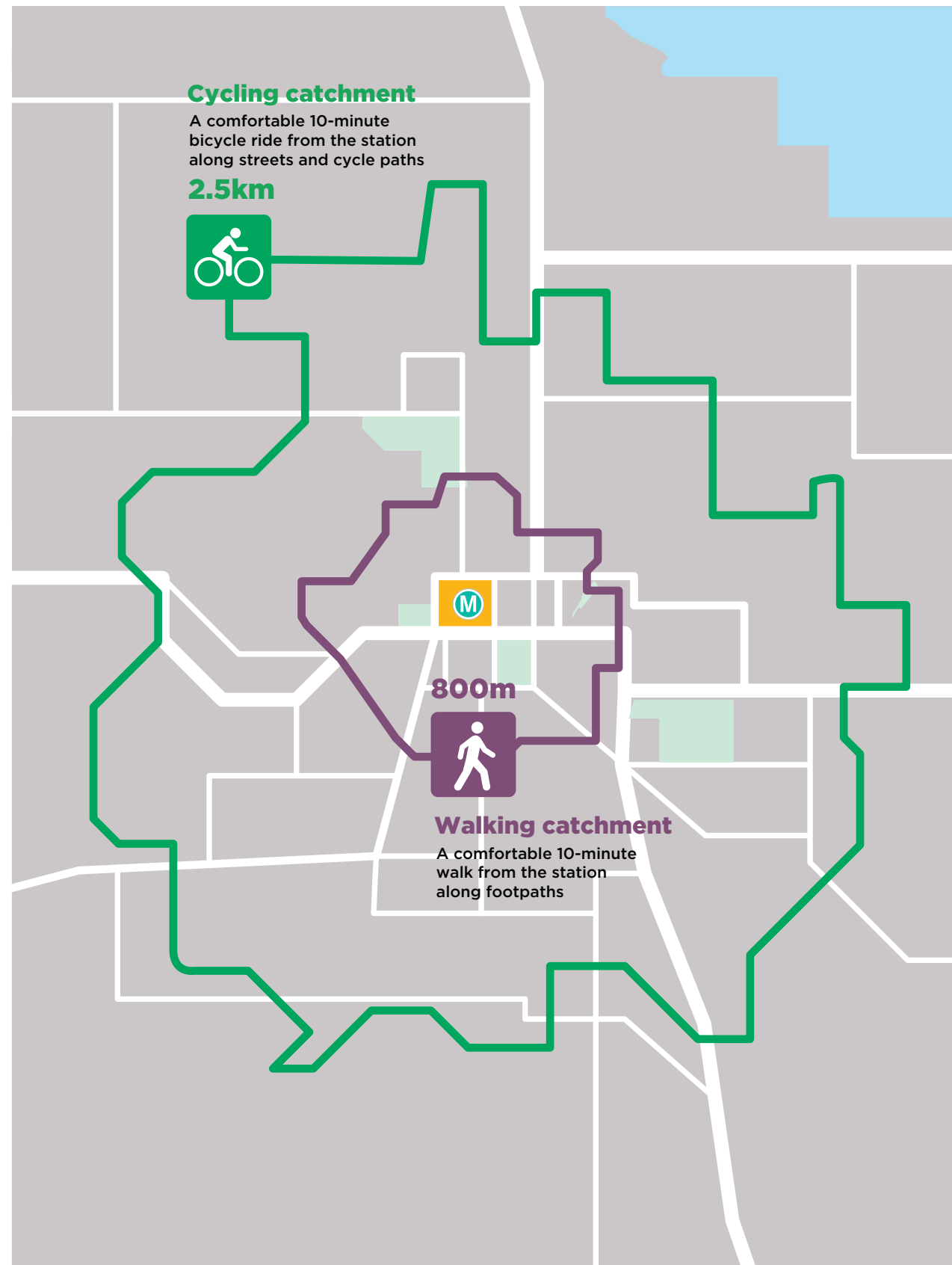


Illustration of terms and definitions





## Interchange Access Plans planning conditions

The Minister for Planning granted approval to carry out Critical State Significant Infrastructure (Sydney Metro City & Southwest- Chatswood to Sydenham) on 9 January 2017, subject to conditions of approval. A modification including Sydenham Station and Metro Facility South was subsequently approved on 13 December 2017, subject to additional conditions of approval. The Interchange Access Plans requirements under these conditions of approval are outlined below.

Condition	Description	Relevance in the document	Condition	Description	Relevance in the document
<b>E92</b>	<b>The Proponent must develop an Interchange Access Plan for each station to inform the final design of transport and access facilities and services, including footpaths, cycleways, passenger facilities, parking, traffic and road changes, and integration of public domain and transport initiatives around and at each station. The Interchange Access Plan(s) must consider walking and cycling catchments and take into account:</b>			(g) integration with existing and proposed transport infrastructure and services;	The station and precinct has been designed to integrate effectively with existing and proposed transport infrastructure and services for all travel modes. The interchange provides for safe and efficient transfer to all modes in close proximity to the station. Refer to - Walking interchange and transfer requirements; Cycling interchange and transfer requirements; Train interchange and transfer requirements; Bus interchange and transfer requirements; and Vehicle drop-off interchange and transfer requirements.
	(a) a station access hierarchy consistent with the transport planning principles defined within the EIS;	A modal hierarchy consistent with the principles defined in the EIS was adopted. Refer to - Modal hierarchy.		(h) pedestrian, cycle, bus, taxi, vehicle and emergency vehicle access and parking infrastructure and service changes;	Access for all modes has been accounted for and has considered potential service changes. Refer to - Walking interchange and transfer requirements; Cycling interchange and transfer requirements; Train interchange and transfer requirements; Bus interchange and transfer requirements; Vehicle drop-off interchange and transfer requirements; and Operations, maintenance and management provisions.
	(b) safe, convenient, efficient and sufficient access to stations and transfer between transport modes (including subterranean connections and the safeguarding of additional entrances in response to land use change and patronage demand);	Safe, convenient, efficient and sufficient access was considered for each travel mode in the development of the IAP. Safeguarding for future demand was considered and included in the action plan. Refer to - Local context; Vehicle drop-off interchange and transfer requirements; and Actions.		(l) legislative requirements and applicable guidelines;	All applicable legislation, standards and guidelines were used in the development of the design and Interchange Access Plan. Refer to - Legislative requirements and applicable guidelines.
	(c) the maintenance or improvement of pedestrian and cyclists level of service within a justified proximity to stations;	The level of service for pedestrians and cyclists was considered and used to inform the design of pedestrian thoroughfares and crossings, planned cycleways and other infrastructure. Refer to - Walking interchange and transfer requirements; Cycling interchange and transfer requirements; and Actions.		(j) safety audits, including but not limited to a review of traffic facility and cycle changes to ensure compliance with Austroads design criteria;	A safety audit is being undertaken prior to Stage 3 design completion and will be used to inform further development of the Interchange Access Plan. The traffic facility and cycle changes in scope already comply with Austroads design criteria.
	(d) current transport initiatives and plans;	All current transport initiatives and plans were considered, including state government strategies, Council plans and general transport design guidelines. Refer to - Legislative requirements and applicable guidelines.		(k) final design, infrastructure, management and service measures and the level of access and service to be achieved for all users; and	Design principles and access and service objectives are detailed in Interchange and transfer principles.
	(e) opportunities and constraints presented by existing and proposed transport and access infrastructure and services;	Key opportunities and constraints affecting the design are presented in Opportunities and constraints.		(l) the contents of the Interchange Operations and Maintenance Plan (IOMP) and operational management provisions for future operational requirements, including maintenance, security and management responsibilities.	The contents of the developing IOMP have been taken into account including operational requirements, management provisions and responsibilities. Refer to - Operations, maintenance and management provisions.
	(f) patronage changes resulting from land use, population, employment, transport infrastructure and service changes;	Forecast patronage is presented in Local context and accounts for future land use, population and employment. Potential future service changes have informed the design process and the provision of interchange facilities.			



## Interchange Access Plans planning conditions *continued*

Condition	Description	Relevance in the document
<b>E92</b> <i>continued</i>	The Interchange Access Plan(s) must be prepared in consultation with the Traffic and Transport Liaison Group (TTLG) and the Design Review Panel and must be supported by traffic and transport analysis. Where necessary, consultation must also be undertaken with major landholders adjoining station precincts. The Plan(s) must detail a delivery and implementation program which must be provided to and agreed by the Secretary before commencement of permanent aboveground facilities at any station site	The Interchange Access Plan has undergone various levels of consultation with stakeholders including council, the TTLG and the Design Review Panel. The action plan details a program for delivery and implementation of the works required for the interchange. Traffic and transport analysis was undertaken to support the design and action plan. Refer to – Consultation; and Actions.
<b>E93</b>	<b>In developing the Interchange Access Plan(s), the Proponent must consider:</b>	
	(a) traffic and accessibility design requirements; and	Traffic and accessibility design requirements were accounted for, including the Disability Discrimination Act, Disability Standards for Accessible Public Transport and Roads and Maritime Services standards. Refer to – Legislative requirements and applicable guidelines; and Actions.
	(b) the Station Design and Precinct Plan(s) required by Condition E101.	The Interchange Access Plan and Station Design and Precinct Plan are being developed in conjunction with one another and give consideration to each other in their ongoing refinement.
<b>E94</b>	<b>The Proponent must in consultation with the TTLG review the need and opportunities for lift access between Hickson Road and High Street and which the meets the objective of increasing the patronage catchment to Barangaroo Station and improved community accessibility. The review must be presented in the Interchange Access Plan and the findings implemented by the Proponent.</b>	Not applicable for Sydenham Station.

Condition	Description	Relevance in the document
<b>E95</b>	<b>The Proponent must in consultation with the TTLG review the need and opportunities for a pedestrian and cycle bridge across the rail corridor to replace the Nelson Street Bridge. The review must be presented in the Interchange Access Plan(s) and the findings implemented by the Proponent.</b>	Not applicable for Sydenham Station.
<b>E95.1</b>	<b>Before approval of the Interchange Access Plan or Station Design and Precinct Plan relevant to the Sydenham Station upgrade and Sydney Metro Trains Facility South, the Proponent must, in consultation with the TTLG, investigate opportunities for dedicated cycle connections between Sydenham Station and Marrickville Station. Where opportunities for such connections are identified, the relevant Interchange Access Plan and/or Station Design and Precinct Plan must include provision for delivery of any connections</b>	Opportunities for dedicated cycle connections between Sydenham Station and Marrickville Station have been investigated and provision for delivery has been allowed for. Refer to – Actions and E95.1 – Cycleway Connections between Sydenham and Marrickville document.
<b>E96</b>	<b>The Interchange Access Plan(s) must be reviewed by a qualified traffic and transport professional(s), independent of the detailed design process for the CSSI, having regard to the requirements of this approval.</b>	The Interchange Access Plan has undergone review by an independent traffic and transport professional.

## Wayfinding

The aim at all interchanges is to provide intuitive, clear and consistent information and signage, as well as legible, intuitive spaces, to enhance customer journeys through efficient navigation and transfer between services and modes. Effective wayfinding will encourage a seamless customer journey from origin to final destination and back again.

Wayfinding and its legibility will ensure that all customers can travel independently and easily on Sydney Metro by:

- Understanding the needs of customers.
- Providing accurate information at the right time to appropriately guide and inform customers on their journey.
- Planning and creating predictable and intuitive environments.
- Applying a consistent system of signs and information.

Wayfinding will support the safety of pedestrians and protect them from other road users by providing clear signage to ensure:

- Safe integration with existing networks.
- Controlled (signalised), direct paths of travel along pedestrian desire lines within low speed environments.

Wayfinding is supported by a design that is visually simple and intuitive to negotiate, contributing to an easy customer experience by:

- Providing visibility between station levels where possible.
- Using intuitive design to minimise wayfinding choices and the need for signage.
- Providing safe, legible, efficient, convenient, obstruction free, level, direct and attractive routes for customer access.

Wayfinding signage and information is to be provided in accordance with the TfNSW guidelines, to ensure consistency with TfNSW signage.

Customers are to be provided with wayfinding and information when they are:

- Interchanging between services or modes.
- Connecting to and from public transport by walking, cycling, catching a taxi, being dropped off or picked up in private vehicle or parking in their car.

Detailed wayfinding information can be found in the Sydney Metro Wayfinding Guidelines.

## Consideration of station design and precinct plan

The Interchange Access Plan and Station Design and Precinct Plan (SDPP) are being developed in conjunction with one another. Relevant items from the SDPP have been considered in the IAP, for example demonstration of urban and place making outcomes are reflected in the IAP through the identification of new plaza and how these facilitate safe and comfortable movement through to interchange facilities. The SDPP equally considers items in the IAP, for example pedestrian amenity and the provision of precinct kerbside facilities that are required to bring about an integrated customer journey.

## Consideration of potential service changes

Potential service changes have been considered for each transport mode and have been incorporated where relevant in each modal plan, for example the potential future bus routes being accommodated for through the provision of a potential future bus stop. Flexibility has been provided in the design of the interchange facilities to accommodate potential service changes as well as growth in demand and mode share (e.g. future proofing of cycle parking).



## Consultation

Targeted consultation was undertaken for the Sydenham Station Interchange Access Plan (IAP) and included all major stakeholders. The consultation process involved the following steps:

- Organising briefing sessions with key stakeholders.
- Distributing the IAP to stakeholders ahead of the briefing session to allow for early review and comment.
- Presenting the key elements of the IAP to stakeholders and allowing time for discussion.
- Distributing the IAP to any additional personnel identified during the briefing session for further review and comment.
- Reviewing comments received and incorporating feedback into the IAP where applicable.
- Responding to each stakeholder and ensuring contentment with responses to be able to close out comments where applicable.

In many cases pre-consultation sessions with key stakeholders were held to identify and resolve anticipated issues in advance of the formal consultation process. Furthermore, previous consultation was also undertaken with many stakeholders on the concept design of the station, and the consultation discussed here refers to that undertaken during the detailed design process. Various working groups and forums were used to obtain feedback on the IAP, and consultation included the following parties and forums:

- Roads and Maritime Services (RMS).
- Sydney Coordination Office (SCO).
- Transport for NSW (TfNSW) divisions including the Centre for Road Safety, Infrastructure and Services, and Freight, Strategy and Planning.
- Inner West Council.
- Sydney Trains.
- The Traffic and Transport Liaison Group (TTLG), including representatives from RMS, TfNSW, Sydney Trains, Inner West Council and emergency services.
- The Design Review Panel (DRP), including a range of architects involved in the review of Sydney Metro designs.

In some cases key stakeholders were consulted multiple times to work through certain actions and comments raised, with additional sessions organised to discuss key elements of the action plan.

A brief summary of the presentations given to key stakeholders on the IAP and the main issues raised is presented in the following table.

Date	Group/organisation	Feedback
25 July 2018	Roads and Maritime Services Sydney Coordination Office	Roads and Maritime Services does not support footpath widening on Railway Parade and requests traffic modelling and further details to support related actions. Need to understand how the footpath on Railway Parade will accommodate the demands of buses, traffic, pedestrians and cyclists. Bus stops on Railway Parade are likely to be the more desired kiss-and-ride location. Consideration needs to be given to how this will be managed, and making the kiss-and-ride on Sydenham Road prominent. Pedestrian counts/modelling may be appropriate to assess the footpath capacity in the precinct.
9 August 2018	Transport for NSW	The Centre for Road Safety supports potential reductions in speed limits, and raises concerns about the existing lack of cycle parking creating safety risks. The unsignalised pedestrian zebra crossing across Burrows Avenue would be of concern if regular bus services are to be introduced. The future potential bus stop on Burrows Avenue will only be feasible for regular bus routes if required turns can be efficiently made at the intersections of Hogan Street/Unwins Bridge Road and Unwins Bridge Road/Railway Road.
22 August 2018	Inner West Council	Need to consider cycle access from Sydenham Road, and conflict between pedestrians and cyclists at the northern concourse – detailed design should ensure reduced conflict, safe cycle speeds and safe movement management. Opportunities should be examined to provide a link between the proposed Railway Parade cycleway and council's existing route along Sydney Steel Road. Council raises concerns about safety at the intersections of Railway Parade/Gleeson Avenue and Burrows Avenue/Hogan Street and along Burrows Avenue, while recognising the southern plaza as an essential element of the new station. Need to consider infrastructure improvements to manage conflict, optimisation to accommodate swept paths and potential traffic calming measures.
28 August 2018	Sydney Trains	Nil relating to the IAP.
29 August 2018	Traffic and Transport Liaison Group (TTLG)	Provision for a potential shared path on Railway Parade and other potential infrastructure improvements to accommodate cycling connections between Sydenham and Marrickville stations would require further discussion with TfNSW during detailed design stage. Consider opportunities to extend the on-road separated cycleway from Meeks Road and link to Marrickville Road/Victoria Road.
4 September 2018	Design Review Panel (DRP)	Review whether there is a need to provide for taxis on both sides of the station. The accessible path between the station and bus stop on Railway Parade may need signage to direct passengers to use the Sydney Metro exit, and this should be addressed in the document to ensure a coordinated outcome.

## Regional context – Bankstown to Sydenham

Sydney Metro will deliver a world-class metro rail system for the people of Sydney. The most obvious benefit will be to people in local communities from Rouse Hill to Bankstown walking to their nearest metro station.

The schematic map below shows metro's role in the context of the wider transport system. Many more people will be able to benefit from fast, accessible, reliable and frequent metro services by travelling to a metro station by bike or other public transport modes to then transfer to metro.

Providing seamless multi-modal journeys for customers is a key outcome of *Future Transport Strategy 2056*.

Sydney Metro will deliver interchanges that help achieve this outcome by putting the customer at the centre.

Metro's high-frequency service means that there will never be a long wait time when transferring between services. High-quality links between rapid and suburban buses will help transform the travel experience by enabling access to more places, linking more people via transfer on to or from Sydney Metro.

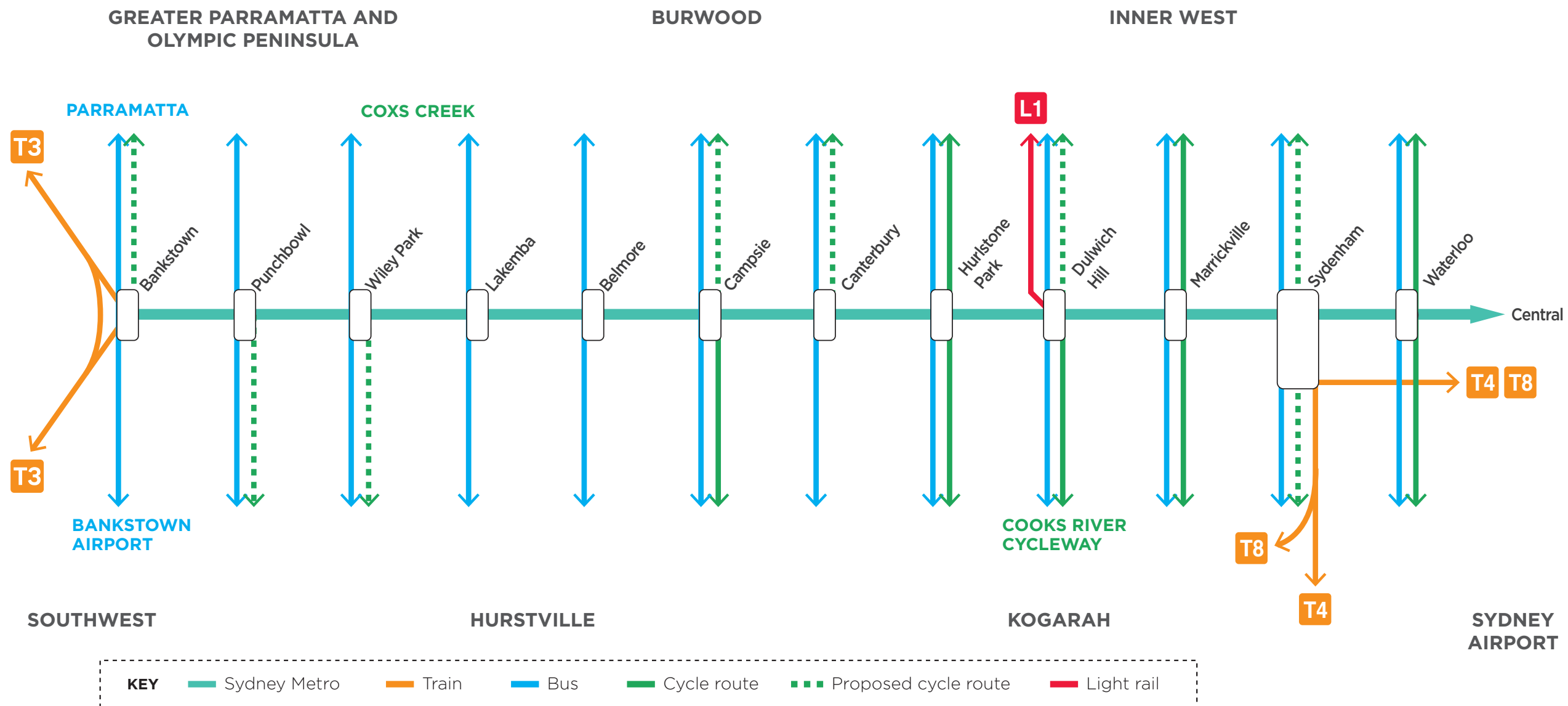
Improved cycling infrastructure and bike parking will enable easier travel by bike, connecting metro stations to surrounding cycle routes. Each metro station will connect into the surrounding walking and cycling network, and will provide bike parking facilities.

The integration of walking and cycling and public transport will increase metro's accessibility to more people in Sydney, helping to make journeys faster and more reliable and providing greater travel choices to communities.

### Related projects

The following projects will be completed and operational when the Sydney Metro City & Southwest commences operations:

- WestConnex – St Peters Interchange Stage 2 and St Peters to Haberfield Stage 3.
- Victoria Road Precinct mixed use development (ongoing).
- Sydenham Station Creative Hub (to be confirmed).
- Marrickville Metro Shopping Centre expansion.



Regional context – Bankstown to Sydenham





Sydenham





## Sydenham – local context

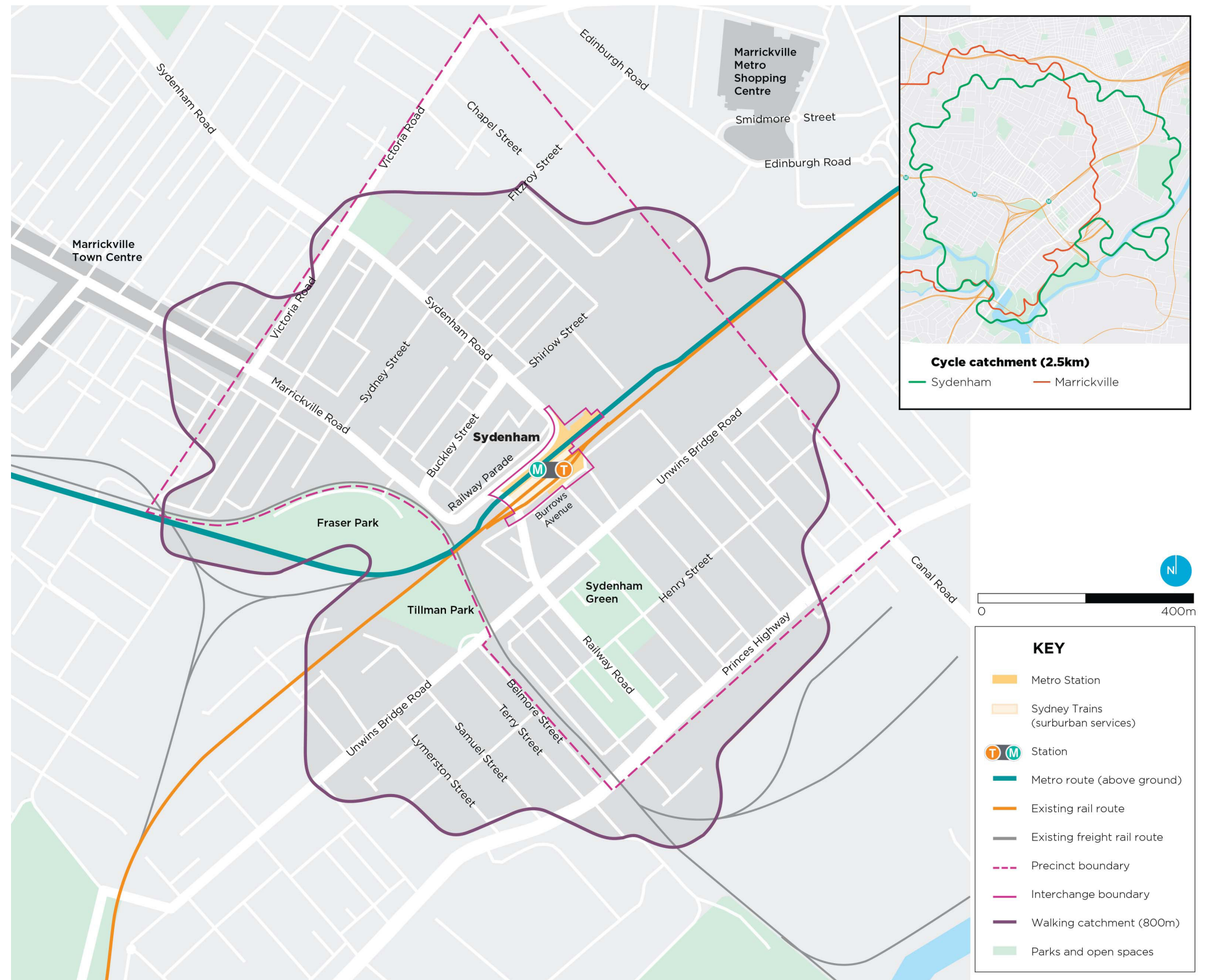
Sydenham Station will provide an upgraded station, with metro services provided from upgraded and extended platforms 1 and 2, providing direct connections to suburban services at the existing station at Sydenham.

The station will have a new additional aerial concourse over the rail corridor to the north-east of the current concourse, to provide the required capacity for forecast interchange demand.

In addition to the current entry on Gleeson Avenue, two new entries will be provided to the new aerial concourse.

A new northern entry will open onto a plaza near the corner of Railway Parade and Sydenham Road, providing access to bus services, cycle parking, park and ride and kiss and ride zones, and nearby industrial areas.

A new southern entry will open onto a plaza on Burrows Avenue near Hogan Avenue, providing access to cycle parking, potential bus services, taxis, nearby industrial areas, and local residential areas.



Sydenham Station – local context



## Sydenham – local context *continued*

Sydenham Station will service the surrounding mixed-use catchment, with low-density residential and commercial and industrial areas, and attractions including Fraser Park and Sydenham Green.

Railway Parade and Gleeson Avenue border the station, and with Sydenham and Marrickville Roads, form an important east/west connection for both general traffic and heavy vehicles.

Local businesses include large and small industrial and warehousing units, and small local businesses. Other businesses and retail consist of mostly smaller-scale local shops, including cafes, take-away food and a station kiosk/newsagent.

Sydenham Station has a State heritage listing and includes surrounding streets of aesthetic significance. The station has recently been upgraded, including new platform stairs, lifts, and an entry concourse on Gleeson Avenue.

### Station strategy

The station strategy for Sydenham is to:

- Provide easy, safe and intuitive transfer to and from the metro station within the existing network and road environment.
- Provide a new pedestrian link across the rail corridor, free to use but requiring Opal card access.
- Provide an efficient interchange through convenient, direct connections to the Sydney Trains T8 Airport and South Line, the T4 Eastern Suburbs and Illawarra Line, and bus services.
- Provide new pedestrian plazas and public domain to improve pedestrian amenity and safety.
- Adaptive re-use of heritage station platform buildings.

### Current land use and characteristics

#### Existing land use and characteristics

Sydenham Station will be located at the existing Sydney Trains Sydenham Station, where platforms 1 and 2 will be straightened and lengthened in the city direction for metro services. New station entries will be provided from the new aerial concourse to Railway Parade and Burrows Avenue.

Areas to the north and east of the station are mainly single- and double-storey industrial buildings. Immediately west of the station, the metropolitan freight network lines to Port Botany crosses via a bridge. Beyond this, the rail corridor splits into the T3 Bankstown Line to the west and the T4 Eastern Suburbs and Illawarra Line to the south. The NSW TrainLink XPT maintenance centre is located between these two lines at Meeks Road, west of Sydenham Station.

To the south of the station are residential areas, consisting of single- and double-storey terraces and detached houses.

The station is close to several recreation and open space areas. To the west, Fraser Park is north of the T3 Bankstown Line; Tillman Park is south of the T4 Eastern Suburbs and Illawarra Line beside the freight tracks; and Sydenham Green is south of the station, between Unwins Bridge Road and the Princes Highway.

#### Existing station precinct strategic planning context

The Department for Planning and Environment and Inner West Council maintain an interest in the local planning context around Sydenham Station and will continue to work together on the most appropriate planning outcomes for the precinct.

Feature	Description
<b>Location</b>	<ul style="list-style-type: none"> <li>• At the site of the existing Sydney Trains Sydenham Station, where platforms 1 and 2 will be straightened and lengthened in the city direction for metro services.</li> </ul>
<b>LGA</b>	<ul style="list-style-type: none"> <li>• Inner West Council.</li> </ul>
<b>Station entry</b>	<ul style="list-style-type: none"> <li>• A new northern entry via a pedestrian plaza opening to Railway Parade and Sydenham Road.</li> <li>• A new southern entry via a pedestrian plaza opening to Burrows Avenue.</li> </ul>
<b>Transport interchange</b>	<ul style="list-style-type: none"> <li>• Walking, cycling, bus, suburban rail, kiss and ride, taxi and park and ride.</li> </ul>
<b>Main features and traffic arrangements</b>	<ul style="list-style-type: none"> <li>• New aerial concourse over the rail lines between the corner of Railway Parade and Sydenham Road and Burrows Avenue.</li> <li>• New bike parking in the plazas at the new northern entrances.</li> <li>• New kiss and ride zones on Burrows Avenue and Sydenham Road.</li> <li>• Upgraded and extended bus stops provided on Railway Parade.</li> <li>• New pedestrian zebra crossings on Burrows Avenue, George Street and Lower Railway Parade.</li> <li>• New signalised crossing on Sydenham Road.</li> <li>• Wayfinding signage and Sydney Metro information will be provided.</li> </ul>
<b>Customers</b>	<ul style="list-style-type: none"> <li>• Industrial, commercial, retail, residential and recreational precincts.</li> </ul>
<b>Key attractions</b>	<ul style="list-style-type: none"> <li>• Fraser Park</li> <li>• Tillman Park</li> <li>• Sydenham Green</li> <li>• Industrial zone.</li> </ul>

## Sydenham – local context *continued*

### Modes without provision

There is no design provision considered for the following modes at Sydenham:

- Light rail
- Ferry

### Future land use

#### Land use, transport integration and opportunities

A metro station at Sydenham will support state and local strategic and planning controls by encouraging economic growth and facilitating connections to the Global Economic Corridor. It is expected that a metro station at Sydenham will have the following specific benefits:

- Sydenham Station sits at a point of interchange on the network.
- Sydenham Station is close to Redfern Station, which provides a connection west onto the T1 Western and North Shore Line.
- High-frequency buses provide a convenient connection from Sydenham to Newtown and other areas towards the CBD.

- Local buses connect Sydenham with the surrounding residential precinct as far as Tempe, and good connections are provided to the Marrickville commercial centre.
- The station will provide greater access to jobs by connecting to the Global Economic Corridor, the western and eastern suburbs, and Mascot
- The station acts as an anchor point on the network enabling transfers in all directions – north to the CBD and north-west to the Global Economic Corridor; south to Kogarah, Hurstville, Sutherland and the Illawarra; east to Mascot, Randwick and Bondi Junction; and west to Parramatta and Penrith via Burwood; as well as to Canterbury, Bankstown and on to Liverpool.

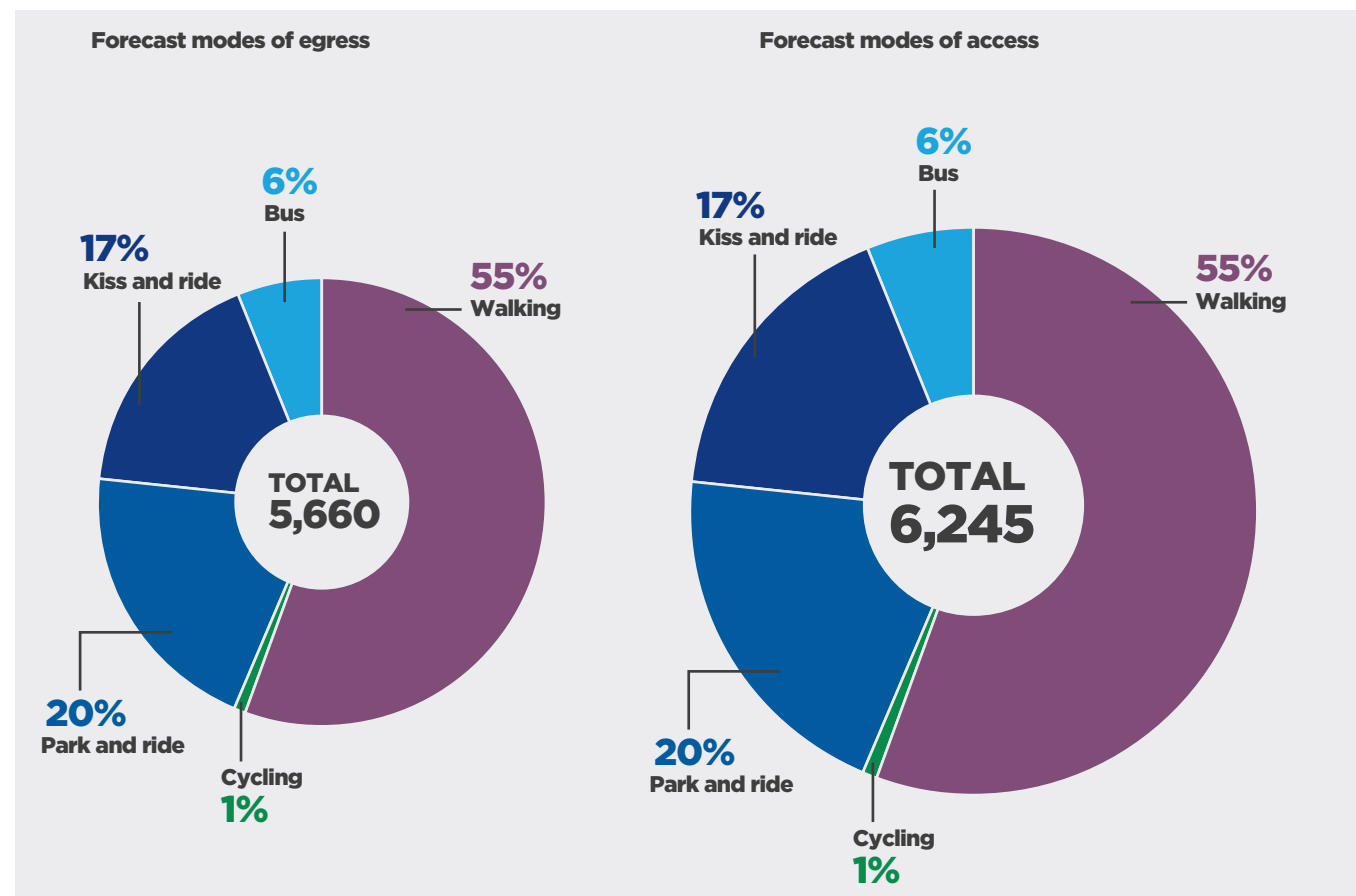
- The station will reinforce Sydenham as a major point of interchange on the network.
- The station will act as an anchor for the surrounding area, providing an opportunity for renewal and redevelopment of the surrounding precinct, as well as providing access to a significant pool of labour for local industry.

These strategies and opportunities will be further developed by the Department of Planning and Environment, Greater Sydney Commission and the Inner West Council.

### Opportunities and constraints

Sydenham's transport opportunities and constraints are outlined in the table below.

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• New plazas widening the public domain at station entries, improving pedestrian amenity and safety and facilitating safe transfers to and from the station and passengers' destinations.</li> <li>• A major transport interchange providing access to labour for surrounding businesses from Sydney's southern, northern, south-west and western suburbs.</li> <li>• A new concourse providing an important cross-corridor link over the existing rail line.</li> <li>• The proximity to Sydney Airport and the CBD allowing for efficient connections to key destinations.</li> <li>• Opportunities for dedicated cycle connections between Sydenham Station and Marrickville Station.</li> </ul>	<ul style="list-style-type: none"> <li>• The existing rail corridors pose a barrier to pedestrian movement.</li> <li>• Heavy vehicle traffic on surrounding roads create safety risks for pedestrians and cyclists.</li> <li>• Existing footpath grades limit accessibility.</li> </ul>



2026 Daily demand and mode split – for Sydney Metro and Sydney Trains combined (Sydney Metro Chatswood to Sydenham Environmental Impact Statement – Sydenham Station and Sydney Metro Trains Facility South Modification Report)

Note: Transfers between Sydney Metro and Sydney Trains not included

### Current and future patronage demand

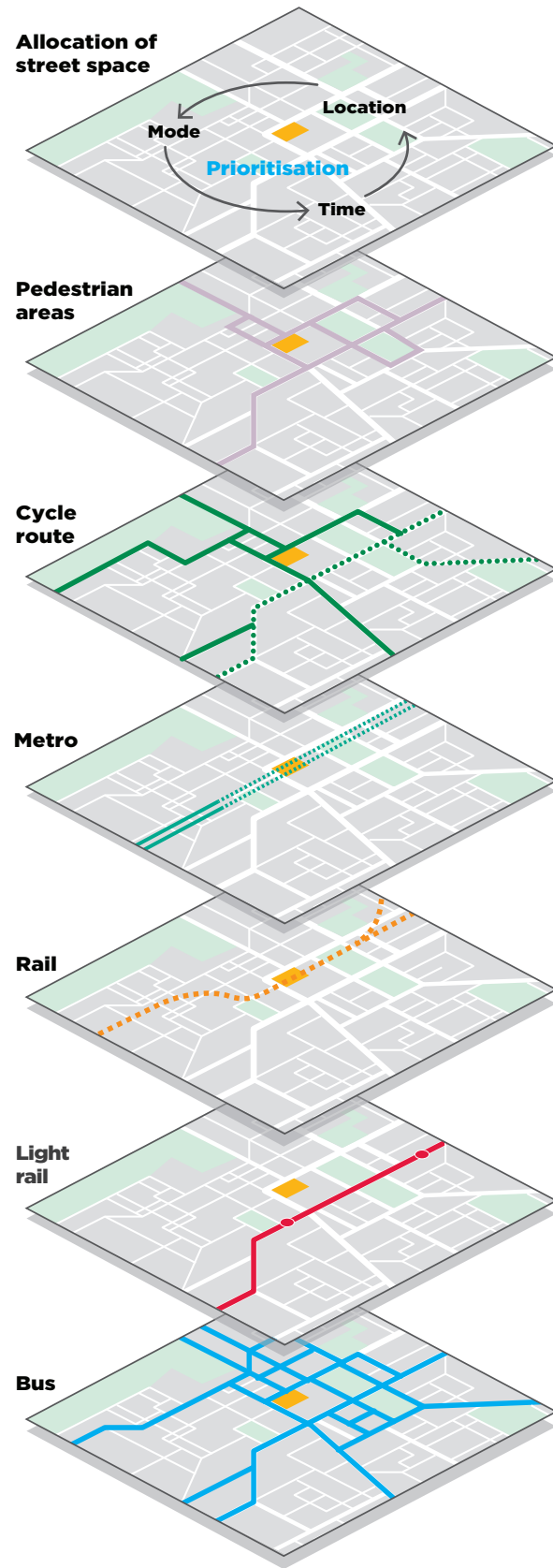
A comparison of the current station patronage and future forecast patronage resulting from land use, population, employment, transport infrastructure and service changes is presented in the table below.

Travel mode	Entry			Exit		
	2016	2026	Change	2016	2026	Change
Walking	2,178	3,441	+1,263	1,971	3,114	+1,143
Cycling	41	65	+24	41	65	+24
Park and ride	807	1,275	+468	730	1,153	+423
Kiss and ride	686	1,084	+398	621	981	+360
Bus	242	382	+140	219	346	+127

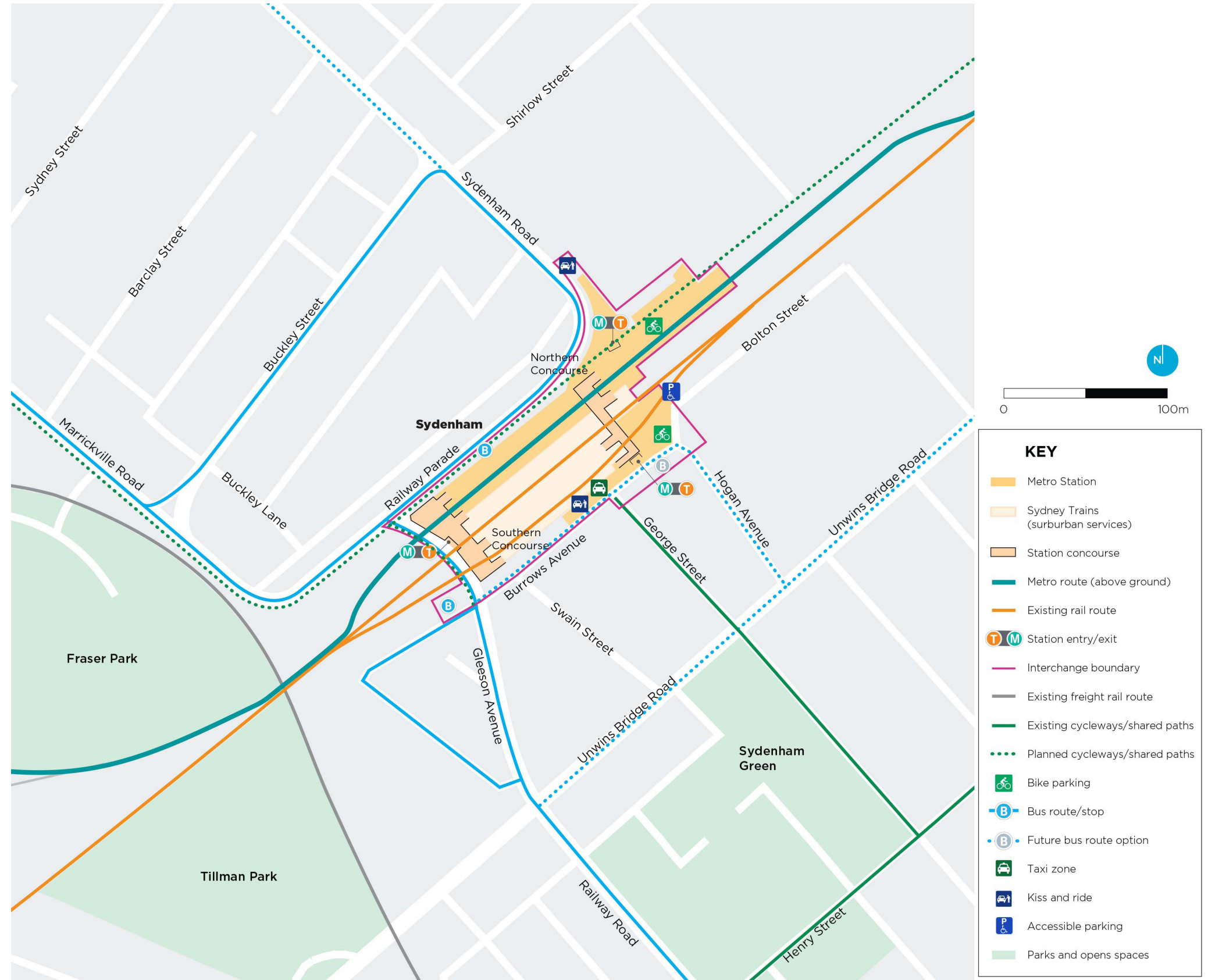
2026 Daily demand by travel mode



# Sydenham - interchange and transfer requirements overview

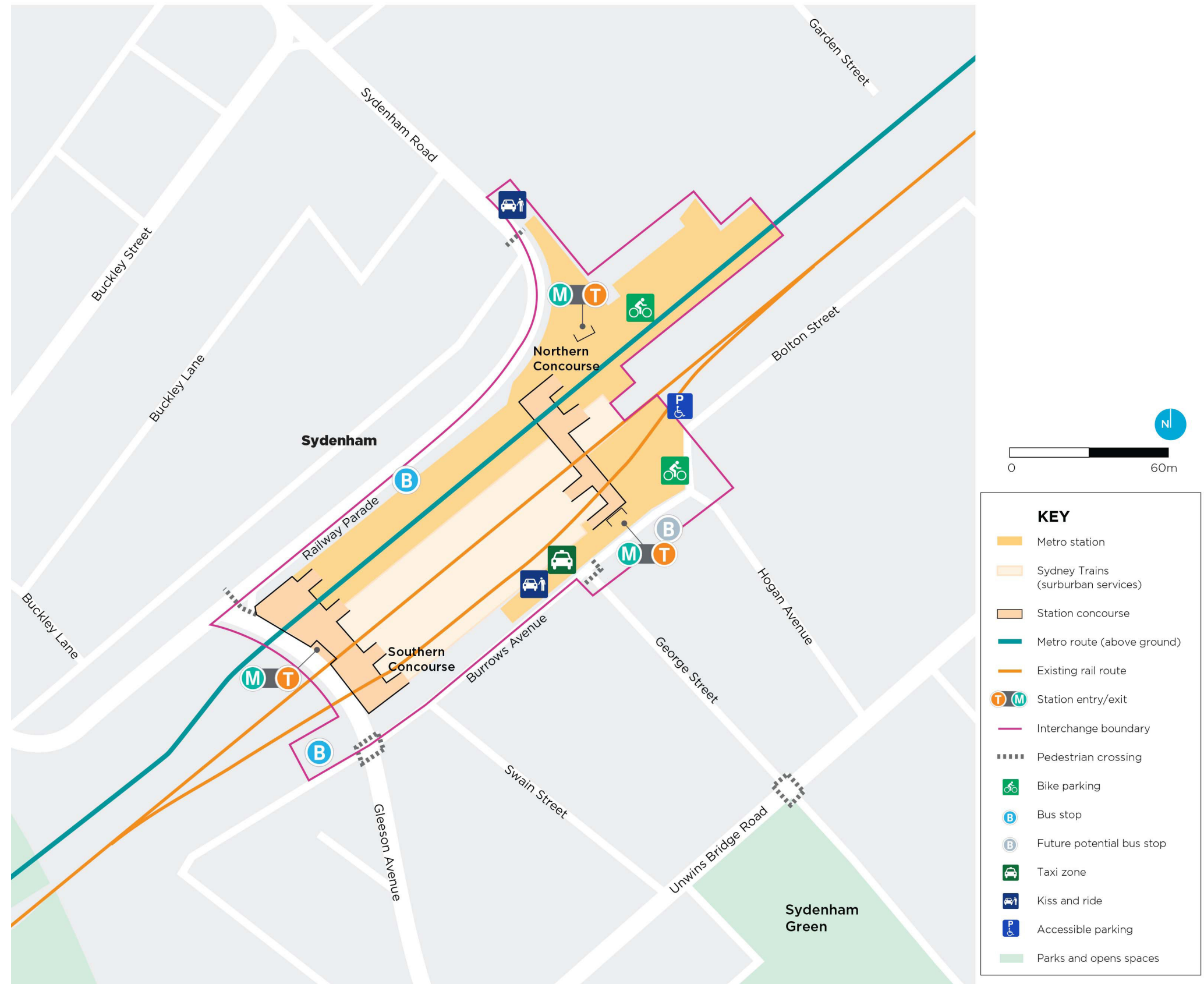


Mode layers



Sydenham Station - interchange and transfer requirements overview

# Sydenham - walking interchange and transfer requirements



**Pedestrian areas**



Mode layer

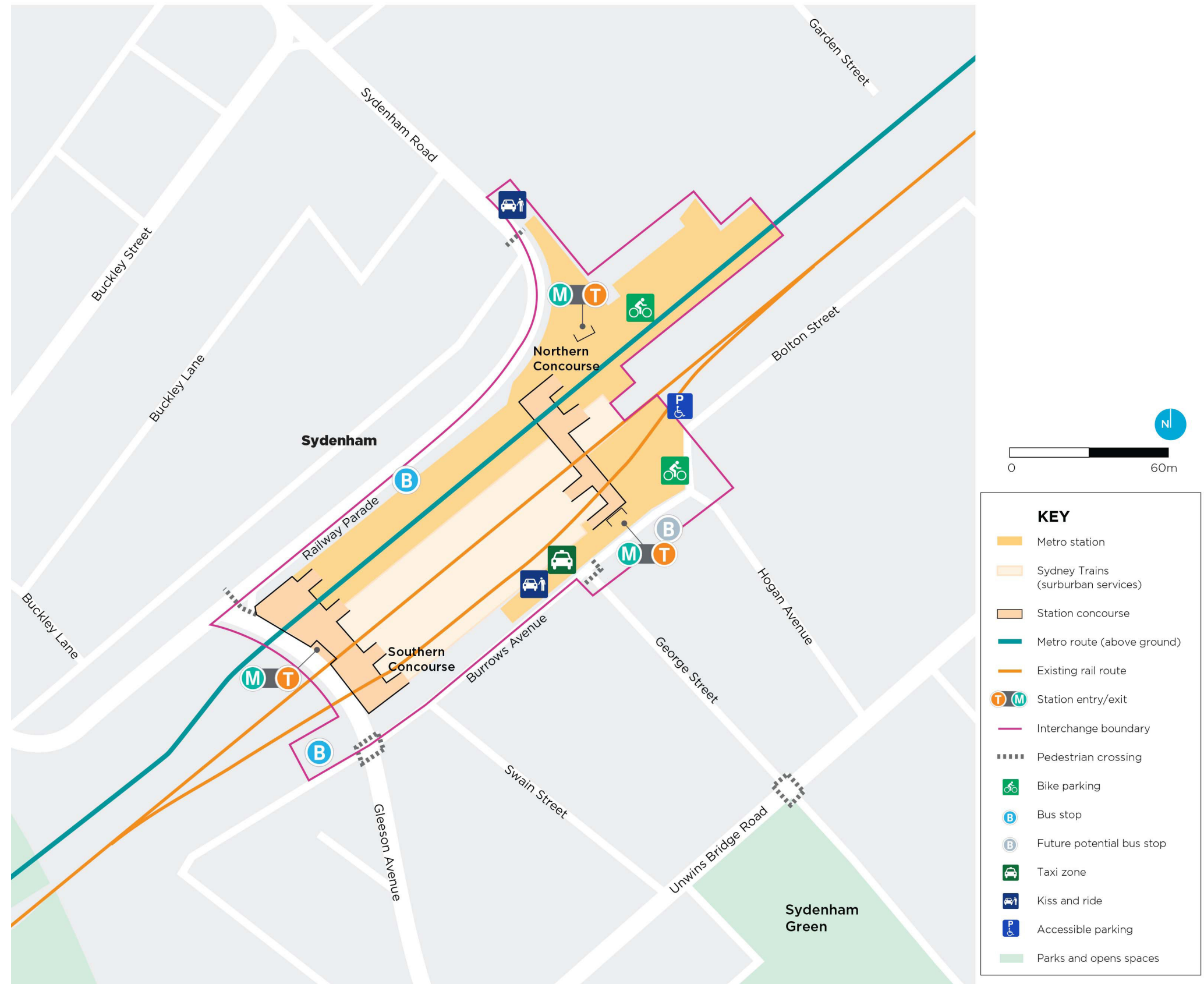
Sydenham Station - pedestrian interchange and transfer requirements



## Sydenham – walking interchange and transfer requirements *continued*

Item	Description	
<b>Current state</b>		
<b>Current levels of access and service</b>	<p>Sydenham is both an origin, destination and transfer station.</p> <p>The 5-minute walking catchment only includes a small residential zone to the south and pockets of industrial and commercial land use to the north.</p>	<p>The 10-minute walking catchment extends south across Unwins Bridge Road to include a larger residential area, as well as Sydenham Green and Tillman Park. Similarly, a much larger industrial and commercial zone to the north falls within the 10-minute walking catchment.</p>
<b>Integration</b>		
<b>Station access</b>	<p>The station design offers two additional access points, which provide customers with access options. These include:</p> <ul style="list-style-type: none"> <li>The new northern access will be on the corner of Railway Parade and Sydenham Road.</li> </ul>	<ul style="list-style-type: none"> <li>The new southern access will be on Burrows Avenue, near Bolton Street.</li> <li>The current western entry on Gleeson Avenue will be retained, but improved pedestrian access on all approaches of the Gleeson Avenue/Railway Parade intersection needs to be investigated.</li> </ul>
<b>Pedestrian environment and design considerations</b>	<p>Design outcomes to accommodate pedestrian movement include:</p> <ul style="list-style-type: none"> <li>Northern station access: <ul style="list-style-type: none"> <li>A new plaza providing pedestrian connections to the footpath and bus stops on Railway Parade, and the footpaths on Sydenham Road to industrial areas.</li> <li>A new signalised pedestrian crossing on Sydenham Road to parking and industrial areas. Pedestrian movement will be monitored once the metro is operational.</li> </ul> </li> <li>Southern station access: <ul style="list-style-type: none"> <li>A new plaza providing pedestrian connections to taxi and kiss-and-ride zones on Burrows Avenue, and motorbike and accessible parking on Bolton Street.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>A new pedestrian crossing on Burrows Avenue, providing access to potential future bus stops and residential areas.</li> <li>A pedestrian facility on George Street at Burrows Avenue.</li> <li>Investigation of footpath widening on the southern side of Burrows Avenue, between George Street and Hogan Avenue.</li> <li>Western station access: <ul style="list-style-type: none"> <li>Retention of existing infrastructure.</li> </ul> </li> </ul>
<b>Spatial considerations</b>	<p>The design should consider and integrate with the <i>Marrickville Local Environmental Plan 2011</i> and the <i>Marrickville Development Control Plan 2011</i> actions, including pedestrian areas and priority pedestrian improvements, CBD bus planning and kerbside zones.</p> <p>The design should also ensure that transfer between modes within the defined station interchange allows for accessible provision that is DDA compliant.</p> <ul style="list-style-type: none"> <li>Northern Station Access <ul style="list-style-type: none"> <li>Allow for customer access through a combined plaza function.</li> <li>Provide for pedestrian movement through a signalised pedestrian crossing across Sydenham Road, subject to findings from a pedestrian and road safety audit.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Southern Station Access <ul style="list-style-type: none"> <li>Allow for customer access through a combined plaza function.</li> <li>Provide for pedestrian movement at zebra pedestrian crossing across Burrows Avenue, subject to findings from a pedestrian and road safety audit.</li> </ul> </li> <li>Western Station Access <ul style="list-style-type: none"> <li>Maintain current access to this entry.</li> </ul> </li> </ul>
<b>Safe, convenient, efficient and sufficient access and transfer</b>	<p>Safe, convenient, efficient and sufficient access to and from the station and between transport modes was developed through the design process and supported through various documents including:</p> <ul style="list-style-type: none"> <li>Urban design and road design reports.</li> <li>A road safety audit.</li> <li>Technical notes supporting Works Authorisation Deeds (WADs).</li> <li>Analysis of pedestrian desire lines informed by pedestrian counts.</li> <li>A station precinct plan.</li> </ul>	<p>Traffic and pedestrian analyses were used to provide the high quality provisions identified above, which enable the following outcomes:</p> <ul style="list-style-type: none"> <li>Controlled (signalised), direct paths of travel along key pedestrian desire lines to minimise vehicle-pedestrian conflict.</li> <li>Marked pedestrian crossings adjacent to the station to provide safe and efficient connections to interchange facilities.</li> <li>Sufficient public domain and footpath space to accommodate pedestrian flows in the vicinity of the station.</li> <li>A new concourse enabling direct and convenient transfer between platforms and across the railway.</li> </ul> <p>All outcomes were designed to comply with relevant legislation and guidelines such as the Disability Discrimination Act, DSAPT and Austroads guides.</p>

# Sydenham - walking interchange and transfer requirements



**Pedestrian areas**



Mode layer

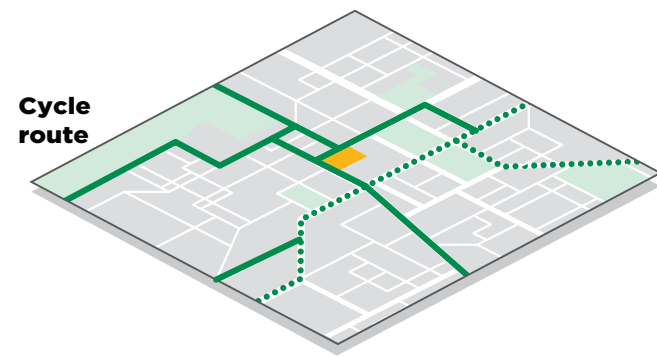
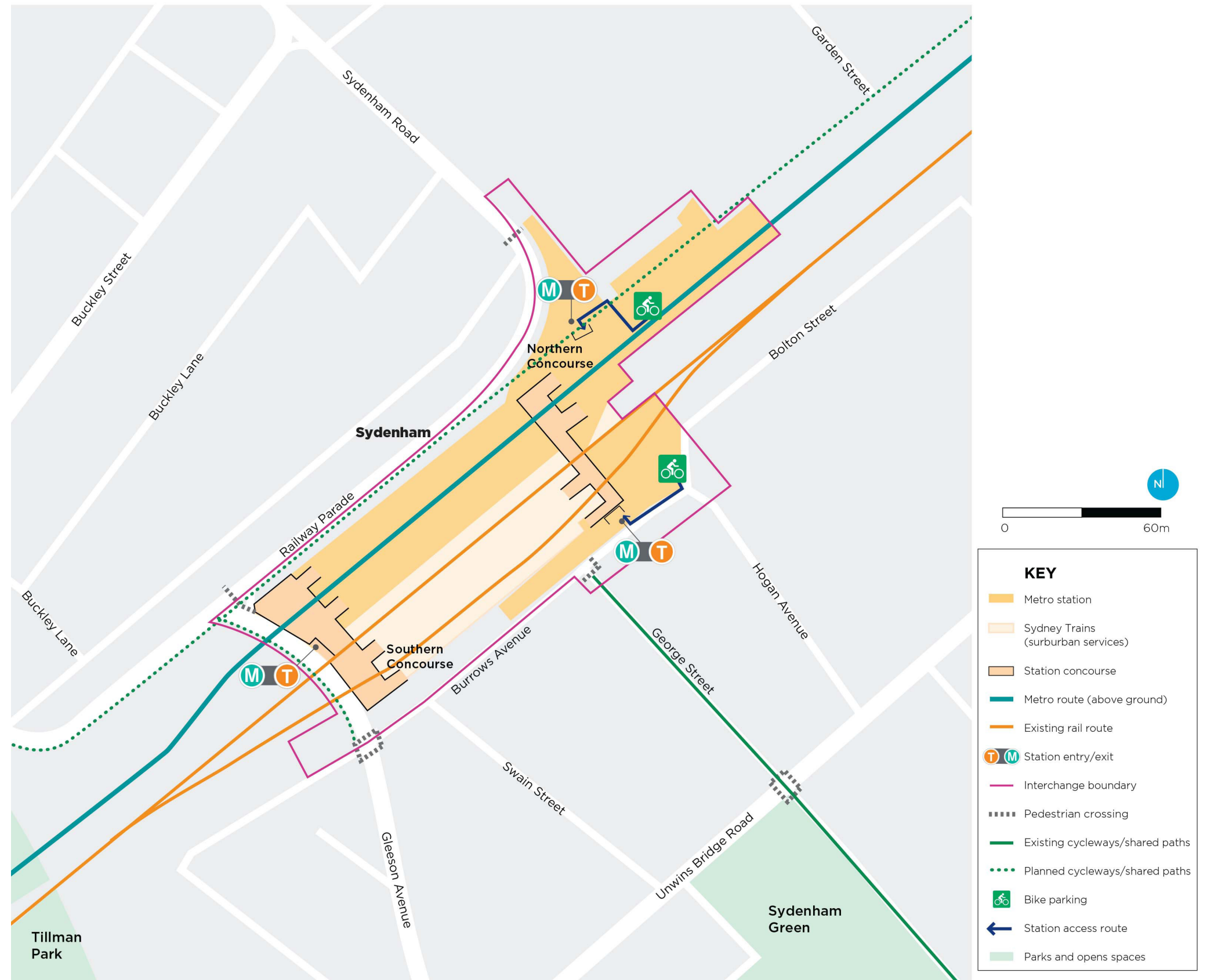
Sydenham Station - pedestrian interchange and transfer requirements



## Sydenham – walking interchange and transfer requirements *continued*

Item	Description
<b>Integration</b>	
<b>Transfer to and from bike parking</b>	A bike shed will be located within each new station plaza. Uncovered bike racks will continue to be provided outside of the western entry on Gleeson Avenue.
<b>Transfer to and from other rail</b>	Convenient transfer between the new metro, the T8 Airport and South Line, and the T4 Eastern Suburbs and Illawarra Line will be provided at Sydenham within the paid area.
<b>Transfer to and from bus</b>	The station will provide easy transfer to bus stops on Railway Parade and Burrows Avenue.
<b>Transfer to and from taxi</b>	Provides easy access to new taxi ranks and set down areas at: <ul style="list-style-type: none"> <li>Burrows Avenue, opposite George Street.</li> </ul>
<b>Transfer to and from kiss-and-ride</b>	Provides easy access to new kiss and ride zones at: <ul style="list-style-type: none"> <li>Burrows Avenue, west of George Street.</li> <li>Sydenham Road, north of Lower Railway Parade.</li> </ul>

# Sydenham - cycling interchange and transfer requirements



Mode layer

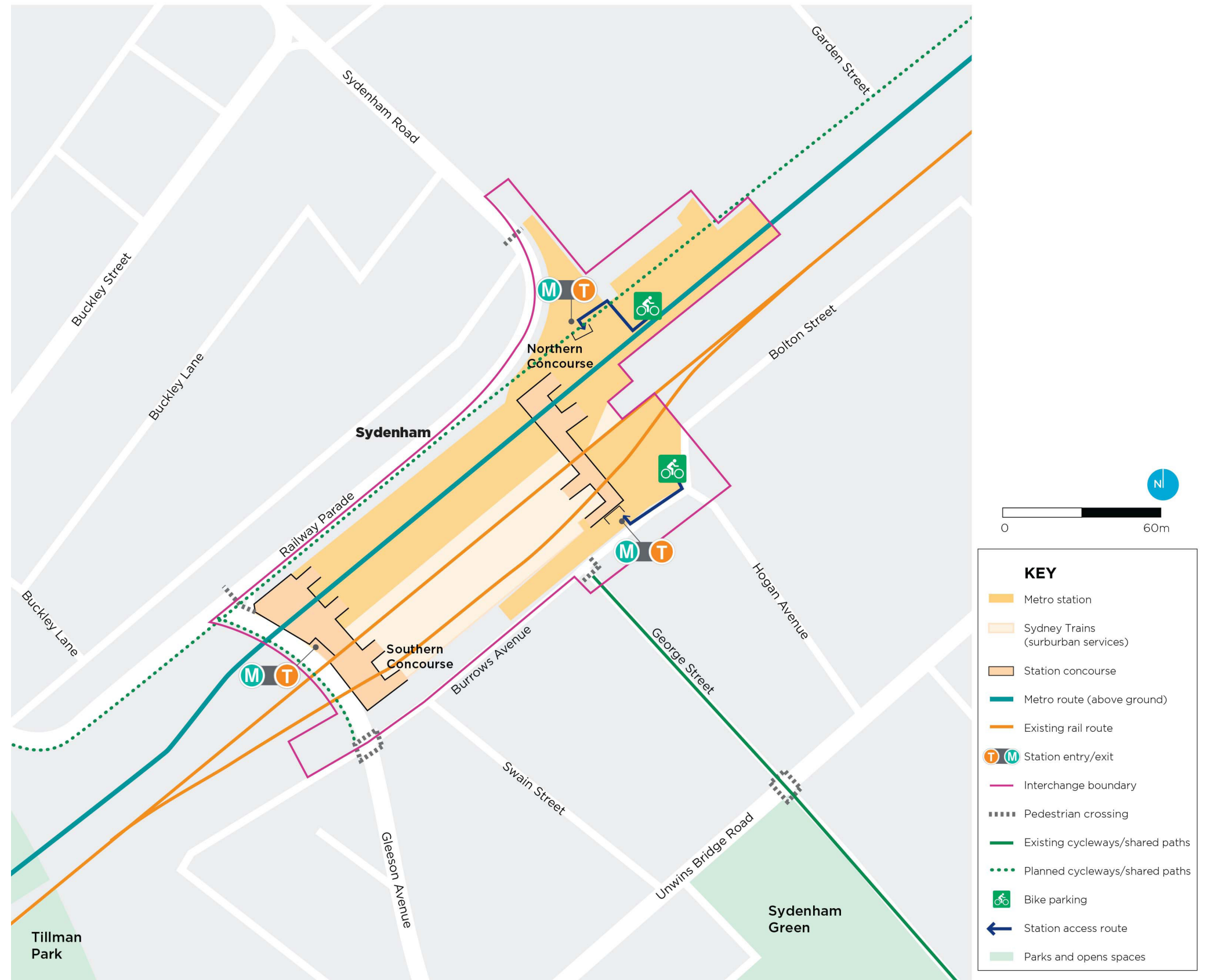
Sydenham Station - cycling interchange and transfer requirements

## Sydenham – cycling interchange and transfer requirements *continued*

Item	Description	
<b>Current state</b>		
<b>Current levels of access and service</b>	36 existing bicycle parking spaces, in the form of rails, are provided at the current western entrance on Gleeson Avenue.	The station and interchange will be designed to allow bicycles to move through them and to be able to board Sydney Metro services.
<b>Integration</b>		
<b>Bike parking location requirements</b>	<ul style="list-style-type: none"> <li>A bicycle rider must be able to ride within 30 metres of the bike parking entrance.</li> <li>Bike parking must be within 50 metres of the gateline, where achievable.</li> <li>Bike sheds must be an enclosed facility incorporating electronic access, signs and customer information.</li> </ul>	<ul style="list-style-type: none"> <li>Bike shelters must be undercover and freely accessible.</li> <li>Bike facilities must be in accordance with Australian Standards and Austroad Guidelines.</li> </ul>
<b>Bike parking location principles</b>	<ul style="list-style-type: none"> <li>Entry/access to bike parking should be at street level, convenient, easily visible and intuitive for customers.</li> <li>Bike parking should be at street level, where feasible, and entry/access to bike parking should not impede pedestrian customer flows to/from the station entry.</li> </ul>	<ul style="list-style-type: none"> <li>Bike parking and vehicle parking locations and access arrangements should be separated (that is, there should be no access through a loading dock).</li> <li>Bike parking should be located on the main desire line of the cycle network where feasible.</li> </ul>
<b>Bike parking facilities</b>	<ul style="list-style-type: none"> <li>To enable cycle interchange with the station, cycle parking will be provided at the northern entrance plaza on Railway Parade.</li> <li>Cycle parking will also be provided on Burrows Avenue to link with the cycle route on George Street.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 120 bicycle parking spaces will be provided within the interchange for day one of Sydney Metro operations, in addition to the 36 existing spaces. Space for a minimum of 60 bicycle parking spaces is to be safeguarded within the interchange for a total amount of 180 Sydney Metro bicycle parking spaces.</li> <li>Provision of bicycle parking facilities is expected to accommodate existing and forecast demand, with further allowance to enable future growth in cycling demand and mode share. Demand for cycle parking will also be monitored after metro opening to ensure sufficient cycle facilities are provided.</li> </ul>
<b>Types of parking facilities</b>	<p>The northern entrance will have the following bicycle parking provisions:</p> <ul style="list-style-type: none"> <li>Bike shed for 60 bicycles.</li> <li>Bike racks for 20 bicycles.</li> </ul>	<p>The southern entrance will have the following bicycle parking provisions:</p> <ul style="list-style-type: none"> <li>Bike shed for 30 bicycles.</li> <li>Bike racks for 10 bicycles.</li> </ul> <p>The existing western entrance will retain the following bicycle parking provisions:</p> <ul style="list-style-type: none"> <li>Bike racks for 36 bicycles.</li> </ul>
<b>Safe, convenient, efficient and sufficient access and transfer</b>	<p>Safe, convenient, efficient and sufficient access to and from the station and between transport modes was developed through the design process and supported through various documents including:</p> <ul style="list-style-type: none"> <li>Urban design and road design reports.</li> <li>A road safety audit.</li> <li>Technical notes supporting Works Authorisation Deeds (WADs).</li> <li>Analysis of cyclist desire lines informed by pedestrian counts.</li> <li>A station precinct plan.</li> <li>The Marrickville Cycle Strategy and Marrickville Road East masterplan.</li> </ul>	<p>Transport analyses were used to provide the high quality provisions identified above, which enable the following outcomes:</p> <ul style="list-style-type: none"> <li>Cycle parking facilities situated in convenient locations in the station plazas with efficient access to cycle routes.</li> <li>Safe and efficient integration with existing and proposed cycle networks in alignment with Council strategies.</li> <li>Controlled (signalised), direct paths of travel along key cyclist desire lines to minimise vehicle-cyclist conflict.</li> </ul> <p>All outcomes were designed to comply with relevant legislation and guidelines such as the Disability Discrimination Act, DSAPT and Austroads guides.</p>
<b>Closest cycling routes</b>	Cycle connectivity surrounding Sydenham is poor, particularly because of the high volume, high speed road network. There are potential routes as identified in the Marrickville Cycle Strategy.	<p>The closest cycle routes to the station are:</p> <ul style="list-style-type: none"> <li>George Street between Burrows Avenue and Unwins Bridge Road – on-road with mixed traffic and no line markings.</li> </ul>



# Sydenham - cycling interchange and transfer requirements



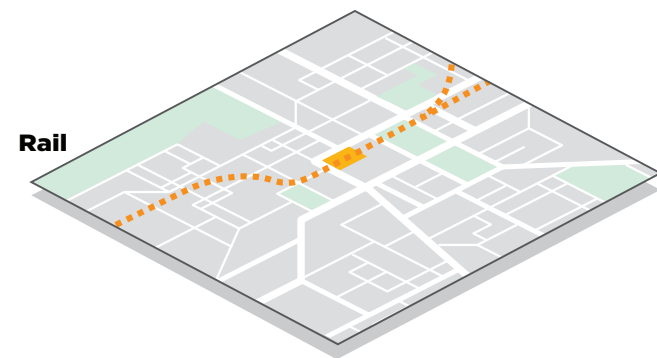
Mode layer

Sydenham Station - cycling interchange and transfer requirements

## Sydenham – cycling interchange and transfer requirements *continued*

Item	Description
<b>Integration</b>	
<b>New cycle routes by Sydney Metro</b>	<ul style="list-style-type: none"> <li>Connect the station to proposed and potential cycle routes on Railway Parade from the station plaza north-west towards the Marrickville dive site and south-west towards Marrickville Road – potential shared path.</li> </ul>
<b>Cycle routes for consideration by others</b>	<ul style="list-style-type: none"> <li>Connect the station to proposed and potential cycle routes on the western side of Gleeson Avenue between Railway Parade and Burrows Avenue (the bridge) – potential shared path.</li> <li>A potential separated cycleway on the southern side of Marrickville Road between Meeks Road and Gleeson Avenue.</li> </ul>
<b>Condition E95.1</b>	<ul style="list-style-type: none"> <li>Investigate the delivery of dedicated cycle connections between Sydenham Station and Marrickville Station, and include provision for delivery of opportunities identified.</li> <li>Key findings from the investigation included that provision for delivery of a shared path along Railway Parade should be provided, enabling connectivity with the northern plaza bike parking.</li> </ul>

# Sydenham - train interchange and transfer requirements



Mode layer

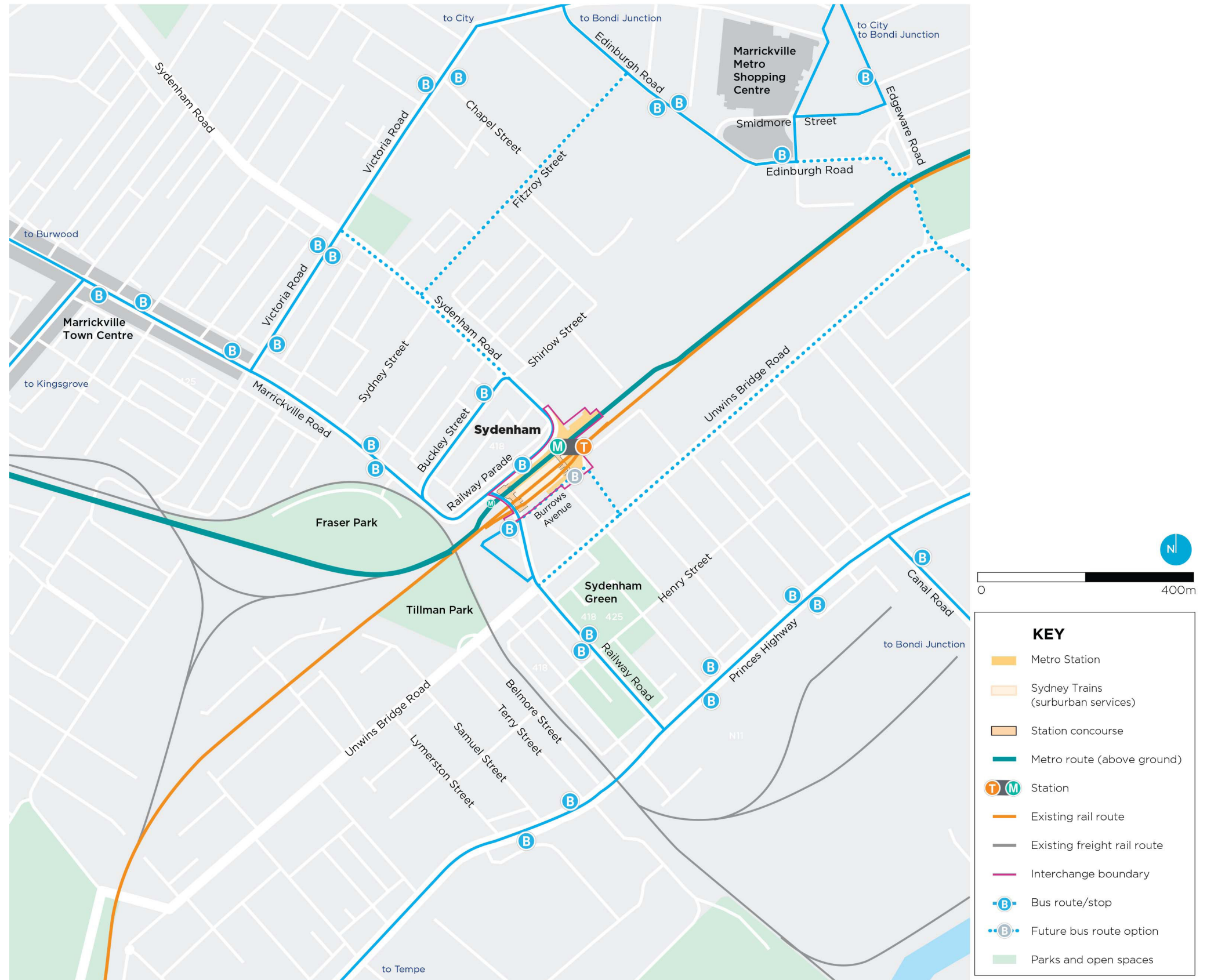
Sydenham Station - train interchange and transfer requirements



## Sydenham – train interchange and transfer requirements *continued*

Item	Description
<b>Current state</b>	
<b>Current levels of access and service</b>	Sydenham Station currently has services on the T8 Airport and South Line, T3 Bankstown Line, and T4 Eastern Suburbs and Illawarra Line, as well as limited services on the South Coast Line and Southern Highlands Line.
<b>Integration</b>	
<b>Closest rail stations</b>	Sydenham Station.
<b>Type of interchange</b>	Direct connection within the paid areas of the station.
<b>Transfer to and from rail</b>	Connection within the paid areas of the station via two aerial footbridges/concourses (one existing, one new).

# Sydenham – bus interchange and transfer requirements



Mode layer

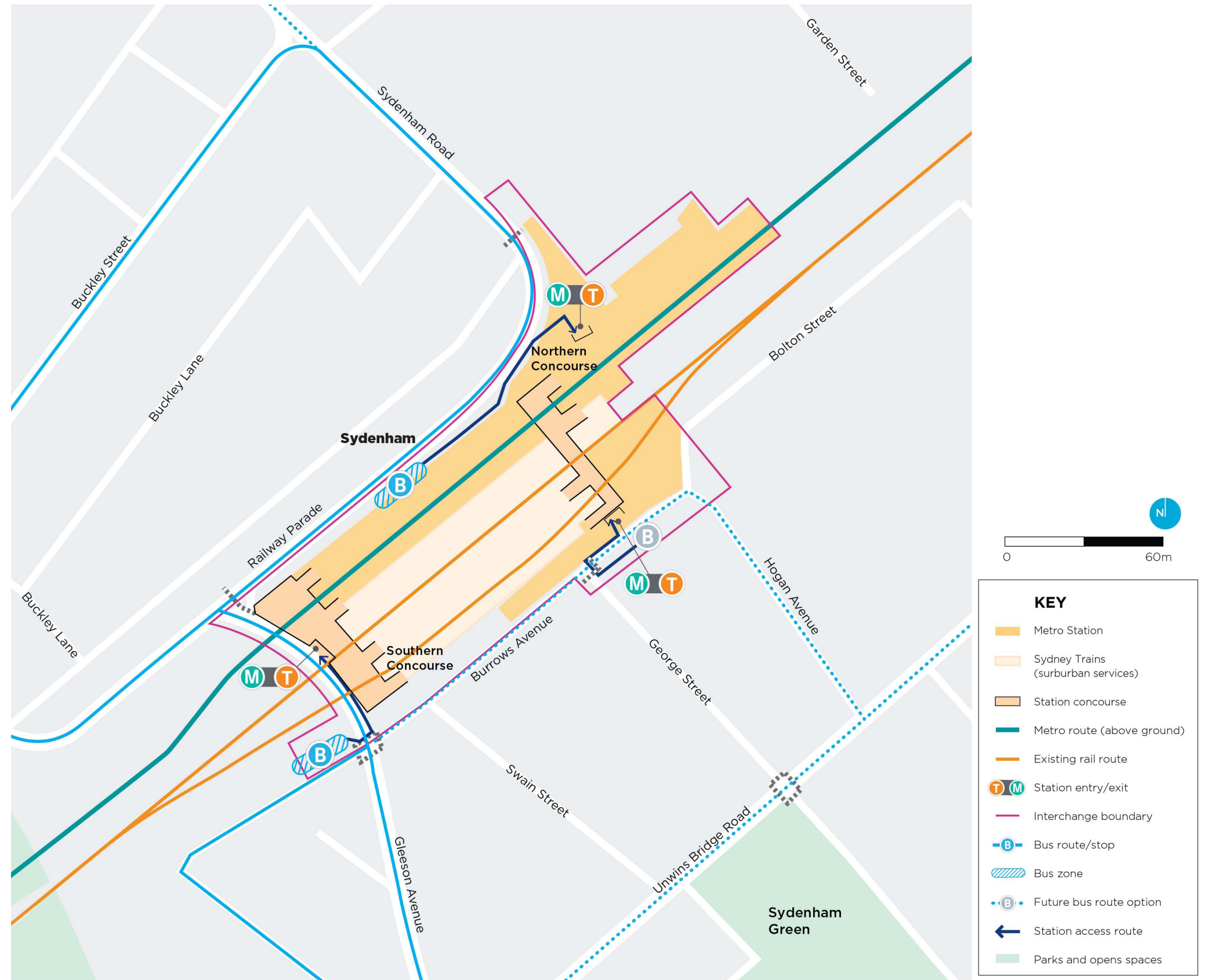
Sydenham Station – bus and light rail interchange and transfer requirements

## Sydenham – bus interchange and transfer requirements *continued*

Item	Description
<b>Current state</b>	
<b>Current levels of access and service</b>	<p>A number of bus routes operate within the vicinity of Sydenham Station, particularly those that run along Railway Parade and Gleeson Avenue/Railway Road. These routes are:</p> <ul style="list-style-type: none"> <li>• 418 – Bondi Junction to Burwood.</li> <li>• 425 – Tempe to Dulwich Hill</li> <li>• M30 – Sydenham to Taronga Zoo, via the Sydney CBD.</li> </ul>
<b>Integration</b>	
<b>Closest bus stops/routes</b>	<p>The primary bus stops within the interchange are:</p> <ul style="list-style-type: none"> <li>• North of station: <ul style="list-style-type: none"> <li>– Railway Parade – an improved bus stop on the southern side near the new station plaza.</li> </ul> </li> <li>• South of station: <ul style="list-style-type: none"> <li>– Burrows Avenue – one potential future bus stop on the southern side between George Street and Hogan Street, to accommodate future bus route options.</li> <li>– Burrows Avenue – one existing bus stop on the northern side, west of Gleeson Avenue. This bus stop is currently not DDA compliant.</li> </ul> </li> </ul>
<b>Potential changes to bus stops/route</b>	<ul style="list-style-type: none"> <li>• Upgraded and extended bus stands on Railway Parade with capacity for at least one articulated and one standard rigid bus.</li> <li>• A bus-capable stop on the southern side of Burrows Avenue between George Street and Hogan Avenue to accommodate future potential bus routes, identified for flexibility.</li> <li>• Investigate improvements to the intersection of Gleeson Avenue/Burrows Avenue to facilitate safe and accessible pedestrian transfer to and from buses.</li> </ul>
<b>Safe, convenient, efficient and sufficient access and transfer</b>	<p>Safe, convenient, efficient and sufficient access to and from the station and between transport modes was developed through the design process and supported through various documents including:</p> <ul style="list-style-type: none"> <li>• Urban design and road design reports.</li> <li>• A road safety audit.</li> <li>• Technical notes supporting Works Authorisation Deeds (WADs).</li> <li>• A station precinct plan.</li> </ul> <p>Traffic and pedestrian analyses were used to provide the high quality provisions identified above, which enable the following outcomes:</p> <ul style="list-style-type: none"> <li>• Controlled (signalised), direct paths of travel along key pedestrian desire lines to bus interchange areas.</li> <li>• Marked pedestrian crossings adjacent to the station to provide safe and efficient connections to interchange facilities.</li> <li>• Sufficient public domain and footpath space to accommodate pedestrian flows in the vicinity of the station.</li> </ul> <p>All outcomes were designed to comply with relevant legislation and guidelines such as the Disability Discrimination Act, DSAPT and Austroads guides.</p>
<b>Transfer to and from bus</b>	<p>Customers will be able to transfer between bus stops at metro station entries using existing footpaths. Where necessary, improvements will be made to signage and wayfinding to ensure an easy customer transfer through improved provision of information.</p>
<b>Transfer to and from bus (overnight)</b>	Regular bus stops on Railway Parade.
<b>Transfer to and from bus (school)</b>	Regular bus stops on Railway Parade.
<b>Transfer to and from bus (possessions, degraded operations, incidents)</b>	See <i>Operations, maintenance and management provisions</i> .
<b>Bus bays</b>	<p>Bus bays provided or modified by the project shall meet NSW state and Commonwealth guidelines for size and layout. Where a conflict exists, the Commonwealth standard will apply. Where the Commonwealth standard cannot practically apply, the highest practical standard should be provided in excess of NSW state standards and guidelines.</p>
<b>Bus stop location</b>	Bus services shall be easily and visibly accessible from the station entrance, located as close as feasible to the gateline and no more than 100 metres away.



# Sydenham - bus interchange and transfer requirements *continued*



Mode layer

Sydenham Station - bus and light rail interchange and transfer requirements





# Sydenham - vehicle drop-off interchange and transfer requirements



Sydenham Station - vehicle drop-off interchange and transfer requirements

## Sydenham – vehicle drop-off interchange and transfer requirements *continued*

Item	Description
<b>Current state</b>	
<b>Current levels of access and service</b>	<p>Existing taxi zones at:</p> <ul style="list-style-type: none"> <li>• Railway Parade, south of Sydenham Road.</li> <li>• Burrows Avenue, between Swain Street and George Street.</li> </ul> <p>Existing kiss and ride zone at:</p> <ul style="list-style-type: none"> <li>• Burrows Avenue, between Swain Street and George Street.</li> </ul>
<b>Integration</b>	
<b>Safe transfer</b>	<p>Ensure the safety of pedestrians and protect them from other road users by providing:</p> <ul style="list-style-type: none"> <li>• Safe integration with existing networks.</li> <li>• Controlled (signalised), direct paths of travel along pedestrian desire lines within low speed environments.</li> </ul>
<b>Transfer to and from taxi</b>	<p>A minimum of one new taxi space will be provided within the interchange. Customers will use new paths to access the new taxi zone provided at:</p> <ul style="list-style-type: none"> <li>• Burrows Avenue, opposite George Street.</li> </ul> <p>Relocation of the existing taxi zone on Railway Parade to Burrows Avenue is under investigation to consolidate taxi zones and provide additional space for buses on Railway Parade.</p>
<b>Transfer to and from kiss-and-ride</b>	<p>A minimum of six kiss-and-ride spaces will be provided within the interchange. Customers will use new paths to access new kiss-and-ride zones provided at:</p> <ul style="list-style-type: none"> <li>• Burrows Avenue, south of George Street (six spaces).</li> </ul> <p>The provision of a new kiss-and-ride zone on Sydenham Road is under investigation, to provide access from both sides of the station. This would meet the requirement of six total kiss-and-ride spaces by providing two spaces on Sydenham Road and four spaces on Burrows Avenue.</p>
<b>Taxi rank locations</b>	<p>Multi-purpose ranks that service local centres as well as stations are supported as long as they are located within 100 metres of the station access point.</p>
<b>Kiss-and-ride zone design</b>	<p>The dimensions of kiss-and-ride spaces shall comply with TfNSW and Australian Standards and Guidelines.</p>



# Sydenham – operations, maintenance and management provisions



Sydenham Station – operations, maintenance and management provisions

## Sydenham – operations, maintenance and management provisions *continued*

The operations and maintenance provisions will be documented, which will include:

- Description of the asset owners, operators and maintainers.
- Asset operations description.
- Asset maintenance arrangements.

The current IOMP, which will be subject to update, outlines the content (the content/format will not be subject to change) and will be developed in accordance with ASA standards.

The IAP has been designed to reflect the current and developing nature of this document.

This document will be developed in line with the detail design programme over the course of the next 12 months.

The table below outlines the principles for access to assets for operational and maintenance purposes.

Item	Description
<b>Integration</b>	
<b>Emergency vehicle access</b>	Kerbside parking in the vicinity of the station will be possible on Railway Parade.
<b>Servicing and maintenance access (day-to-day)</b>	At the Railway Parade entrance.
<b>Servicing and maintenance access (major)</b>	At the Railway Parade entrance.
<b>Rail replacement bus service access for possessions, degraded operations and incidents</b>	The U-turn facility on Burrows Avenue at Hogan Street currently allows for existing rail replacement buses to utilise Burrows Avenue as a bus stop location. During construction, this facility will be reopened when required until the first quarter of 2020 to allow business as usual for rail replacement buses.  A permanent configuration for Railway Parade is under investigation to accommodate rail replacement bus services beyond the first quarter of 2020.
<b>Delivery access (retail and operational)</b>	At the Railway Parade entrance.
<b>Mail zone (Australia Post) requirements</b>	The mail zone on Unwins Bridge Road will be maintained.  The mail zone on Railway Parade will be investigated for relocation.
<b>Staff car parking</b>	As staff will be encouraged to travel by public transport or active transport, no designated car parking for staff will be required. The development of a Travel Plan will be explored to encourage more sustainable travel by staff to and from the station.
<b>Interchange Operation and Maintenance Plan (IOMP)</b>	The IOMP documents the assets within the interchange and who is responsible for their operation and maintenance.



# Sydenham - actions



Sydenham Station - actions

## Sydenham – delivery and implementation program

This Interchange Access Plan sets out the intended design and operating outcomes required for customers to achieve an easy, safe and seamless transfer between modes at Sydenham Station. A number of actions have been identified to achieve these outcomes, and are summarised below.

Some of these actions will be undertaken by the project; other actions will involve activity by other parties, in collaboration with Sydney Metro. Some actions are included within the Sydney Metro Sydenham Station and Junction contract, while other actions are investigation items to be considered for future inclusion.

Together they will ensure the effective provision, operation, and ongoing management and maintenance of the interchange at Sydenham Station.

determined upon completion of the investigation process.

Actions for investigation may result in subsequent actions depending on the outcomes of investigation. These actions and timings for delivery will be

Action	Delivered by	Timing (Start-Finish)	
<b>Walking</b>			
W1	Review pedestrian facilities and entry treatments at the intersection of Lower Railway Parade and Sydenham Road.	Transport cluster <sup>1</sup>	2023 - 2025
W2	Provide safe access to the station from Lower Railway Parade and areas north/west along Sydenham Road via new signals on Sydenham Road close to the intersection of Lower Railway Parade.	Transport cluster	2018 - 2023
W3	Provide a pedestrian crossing on Burrows Avenue east of George Street, and investigate a raised crossing through the design process.	Transport cluster	2018 - 2023
W4	Provide a pedestrian facility on George Street at Burrows Avenue, with the type of facility determined through the detailed design process.	Transport cluster	2018 - 2023
W5	Ensure smooth transitions from new footpaths to existing footpaths in the station precinct.	Transport cluster	2018 - 2023
W6	Investigate widening the footpath on the southern side of Railway Parade between Gleeson Avenue and Sydenham Road, relocating the existing taxi zone to Burrows Avenue and upgrading existing bus shelter infrastructure near Gleeson Avenue (subject to clarification of heritage significance). Consider the potential to enhance possession bus operations and active transport facilities.	Transport cluster	2018 - 2020
W7	Investigate the feasibility and delivery options for modifying the layout at the intersection of Gleeson Avenue/Railway Parade to help improve network operations for all customers.	Transport cluster Inner West Council	2018 - 2023
W8	Investigate improvements to kerb ramps and kerb widening at the intersection of Gleeson Avenue/Burrows Avenue to help improve network operations for all customers.	Transport cluster Inner West Council	2018 - 2023
W9	Provide customer access through a combined plaza function at the northern and southern station entrances.	Transport cluster	2018 - 2023

<sup>1</sup> The Transport cluster comprises Transport for NSW, RMS, Sydney Trains, TMC and Sydney Metro.

Action	Delivered by	Timing (Start-Finish)	
<b>Cycling</b>			
C1	Investigate the provision of a shared path along the western side of Gleeson Avenue between Railway Parade and Burrows Avenue (the bridge).	Transport cluster Inner West Council	2018 - 2023
C2	Provide at least 90 Class 2 bike spaces and 30 Class 3 bike spaces at the northern plaza on Railway Parade and the southern plaza to link with the cycle route on George Street, and retain the 36 existing spaces at the western station entrance.	Transport cluster	2018 - 2023
C3	Safeguard for a further 60 spaces (to total 180 new bike parks).	Transport cluster	2018 - 2023
C4	Investigate provision of a new cycle route from Gleeson Avenue/Railway Parade (via new northern station entrance) to Marrickville Metro Shopping Centre via the Sydenham Pit.	Transport cluster	2018 - 2023
C5	Investigate the provision of a cycle route west along Marrickville Road East from Gleeson Avenue/Railway Parade.	Inner West Council	2018 - 2023
C6	Investigate cycle improvements on Burrows Avenue.	Transport cluster Inner West Council	2018 - 2023
C7	Further to condition E95.1 (to investigate the delivery of dedicated cycle connections between Sydenham Station and Marrickville Station, and include provision for delivery of opportunities identified), provide for the delivery of a potential shared path on Railway Parade.	Transport cluster	2018 - 2023
C8	Investigate cycle improvements on George Street from the station to Sydenham Green.	Transport cluster Inner West Council	2018 - 2023
<b>Rail</b>			
R1	Provide platform to platform interchange with existing Sydney Trains platforms at Sydenham Station via a new footbridge.	Transport cluster	2018 - 2023
<b>Bus</b>			
B1	Provide space to accommodate a new bus stop on Burrows Avenue and investigate widening of the footpath between George Street and Hogan Avenue to accommodate passenger waiting and pedestrian through movement.	Transport cluster	2018 - 2023



## Sydenham – delivery and implementation program *continued*

Action		Delivered by	Timing (Start-Finish)
B2	Provide bus stops on Railway Parade between Gleeson Avenue and the northern plaza, capable of accepting at least one 18-metre articulated bus and one 14.5-metre standard bus.	Transport cluster	2018 - 2023
B3	Investigate signal phasing to improve bus access leading from Burrows Avenue to Gleeson Avenue.	Transport cluster	2018 - 2023
B4	Investigate future potential bus route enhancements, for example new or extended routes that provide additional bus interchange options at the station.	Transport cluster	2018 - 2023
B5	Investigate the delivery of permanent measures on Railway Parade to manage rail replacement bus operations during possession periods.	Transport cluster	2018 - 2023
B6	Investigate the provision of signage and wayfinding to direct passengers to use the new northern plaza (an accessible path of travel) to access the bus stops.	Transport cluster	2018 - 2023
<b>Taxi</b>			
T1	Provide one taxi space on Burrows Avenue opposite George Street.	Transport cluster	2018 - 2023
T2	Investigate the provision of an additional car share space within the interchange precinct for use by a commercial car share provider.	Inner West Council	2018 - 2023
<b>Kiss-and-ride</b>			
KR1	Provide six kiss and ride bays on Burrows Avenue northbound, adjacent to the station plaza.	Transport cluster	2018 - 2023
KR2	Investigate the relocation of two kiss and ride spaces to Sydenham Road southbound, north of Lower Railway Parade.	Transport cluster	2018 - 2019

Action		Delivered by	Timing (Start-Finish)
<b>Accessible and motorbike parking</b>			
P1	Provide two accessible parking spaces on Bolton Street near the new southern metro entrance, with an accessible path of travel to the station.	Transport cluster	2018 - 2023
P2	Provide two motorbike parking spaces on Bolton Street near the new southern metro entrance.	Transport cluster	2018 - 2023
<b>Management and maintenance</b>			
OM1	Prepare an Interchange Operations and Maintenance Plan (IOMP) in accordance to the Interchange Operations and Maintenance Framework to allocate clear responsibility for all aspects of day-to-day running of the interchange, and to ensure that nominated infrastructure and assets in the interchange are monitored and maintained to a high standard. The IOMP will be developed in line with the detail design programme over the course of the next 12 months.	Transport cluster	2018 - 2019
OM2	Produce a parking study to manage the long-term impact on parking and other kerbside use in local streets.	Transport cluster	2024-2025
<b>Road network modifications</b>			
RN1	Investigate the modification of Railway Parade between Gleeson Avenue and Sydenham Road to two travel lanes and one bus lane with a short through lane at the intersection of Gleeson Avenue, in light of action W6.	Transport cluster	2018 - 2019
RN2	Investigate reducing the speed limit at Railway Parade and Sydenham Road to 50km/h.	Transport cluster Inner West Council	2018 - 2023
RN3	Investigate reducing the speed limit at Burrows Avenue to 40km/h.	Transport cluster Inner West Council	2018 - 2023
RN4	Investigate traffic calming measures on Burrows Avenue to slow heavy vehicles, for example lane narrowing, speed bumps or a reduction in posted speed limits.	Transport cluster Inner West Council	2018 - 2023
RN5	Investigate the provision of signalised pedestrian crossings on all legs of the intersection at Railway Parade and Gleeson Avenue.	Transport cluster Inner West Council	2018 - 2023

# Sydenham – artist’s impression



Sydenham Station – artist’s impression





Stuart Hodgson  
Director  
Program Sustainability Environment & Planning  
Sydney Metro  
Transport for NSW  
PO Box K659  
HAYMARKET NSW 1240

3 October 2018

Ref: SSJ IAP Sep 18

Dear Stuart

**RE: Sydney Metro City & Southwest – Sydenham Station and Junction (SSJ) –  
Endorsement for Interchange Access Plan – Sydenham September 2018**

Thank you for providing the following documents for Environmental Representative (ER) review and endorsement as required by the Condition of Approval A24 (d) of the Sydney Metro City & Southwest project (SSI – 15\_7400 January 9 2017).

- Sydney Metro City & Southwest Sydenham and Station Junction- Interchange Access Plan – Sydenham September 2018

The Interchange Access Plan – Sydenham has been developed to comply with the requirement of conditions of approval (CoA) E92, E93, E95, E95.1 and E96.

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed and provided comments on this document based on the above conditions of approval and noted the following to be considered in the next revision:

- The process for the requirement of the “safety audits” as per CoA E92(j) was not included in the plan. However, the plan noted that “A safety audit is being undertaken prior to Stage 3 design completion and will be used to inform further development of the Interchange Access Plan. The traffic facility and cycle changes in scope already comply with Austroads design criteria.”
- As per the requirement of CoA E92(l), the contents of the Interchange Operations and Maintenance Plan (IOMP) were not included in the plan and were not included in this review. However, the plan noted that “The contents of the developing IOMP have been taken into account including operational requirements, management provisions and responsibilities.” It is recommended to include a timeframe when IOMP will be developed.

- This endorsement does not include the review of Station Design Precinct Plan (SDPP) as per the requirement of CoA E93. Separate endorsement for SDPP will be provided. It is noted that the SDPP is being developed in conjunction with this IAP.
- The plan to include the document author/review/revision/approval history table.

This plan is now endorsed for submission to the Secretary for their review and subsequent approval.

Yours sincerely



Annabelle Reyes  
Environmental Representative – Sydney Metro – City and South West