The Parramatta Twenty25 strategic plan identifies the importance of sustainable transport and this plan responds to the need for future strategies to manage road congestion, reduce the reliance on car use, and increase the use of sustainable transport especially for local trips.

This document is a summary of the Integrated Transport Plan (ITP) for Parramatta City Centre. The ITP responds to the Parramatta City Centre Plan (2007) which sets the planning framework for an additional 30,000 jobs and 20,000 residents by 2031. The planned growth will generate significant travel demand to Parramatta city centre. The ITP recommends the strategy plan to manage the existing and future sustainable transportation needs of the city centre.

The key issue for Parramatta city centre is moving away from the reliance of car use towards more sustainable transport of walking, cycling and public transport. This change of travel behaviour will be supported through a range of tools, both soft and hard options to limit increases in traffic.
Executive Summary

The Parramatta Twenty25 strategic plan identifies the importance of sustainable transport. This plan responds to the need for future strategies to manage road congestion, reduce the reliance on car use, and increase the use of sustainable transport especially for local trips.

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The key issue for Parramatta city centre is moving away from the reliance of car use towards more sustainable transport of walking, cycling and public transport. This change of travel behaviour will be supported through a range of tools, both soft and hard options to limit increases in traffic congestion (increased car use) and reduce the overall impact of travel on the environment.

Several key elements that support this ITP have already been introduced. The Loop free city bus service was introduced in August 2008 and connects key city centre destinations. Council and GoGet introduced car sharing to Western Sydney. This short period car rental scheme supports

The recommended strategy plan shown on page 3 including priority ranking as either High (1 to 2 years), Medium (3 to 4 years) or Low (5 years or more). The plan will be reviewed annually to monitor progress and re-assess their impact. The key elements are:

- Ongoing lobbying for improved public transport including the Parramatta to Epping Rail Link, Parramatta to Castle Hills Rail Link, and a commuter ferry service from the Inner West to Parramatta.
- A Pedestrian & Cycle Amenity Zone to improve pedestrian and cycle accessibility and safety through new facilities and a lower speed limit.
- City and Regional Ring Roads to better manage traffic flow to more appropriate routes.

The Loop - Council’s free city bus service connects the city
### Strategy Plan

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#### Environment

<table>
<thead>
<tr>
<th>E</th>
<th>High</th>
<th>Continue Land Use Planning techniques including the Residential Development Strategy to create developments that encourage and support sustainable transport use.</th>
</tr>
</thead>
<tbody>
<tr>
<td>E2</td>
<td>Medium</td>
<td>Increase Transport Efficiency through the continued promotion and support of car sharing and other economic incentives based initiatives.</td>
</tr>
<tr>
<td>E3</td>
<td>High</td>
<td>Support Environmentally Sustainable Vehicles through cheaper parking fees for hybrid vehicles.</td>
</tr>
</tbody>
</table>

#### Travel Behaviour Change

| TB1 | High | Consider appointing an officer to Promote Sustainable Transport and develop policies and manage projects including an annual Sustainable Transport Month. |
| TB2 | High | Develop a Council Travel Plan to show leadership and corporate social responsibility. Consider making Travel Plans a planning requirement for large developments located near good public transport. |
| TB3 | Medium| Offer the Walking School Bus program to all primary schools within the LGA.                                                                                                                        |

#### Walking

| W1  | High | Prepare a Pedestrian Access & Amenity Plan to upgrade crossings, reduce street clutter, improve lighting, improve lanes and create a network of pedestrian routes. |
| W2  | High | Implement the Pedestrian and Cycle Amenity Zone, to significantly improve pedestrian and cycle road safety and amenity, in co-ordination with the relocation of the city centre parking. |
| W3  | Medium| Investigate providing Information kiosks to display information covering tourism, public transport, shopping, dining and community events, and Wi-Fi at selected public transport locations. |

#### Cycling

| C1  | High | Implement Cycle Routes to the City Centre while avoiding negative impact on pedestrians, traffic and on-street parking. |
| C2  | Medium| Provide more Cycle Parking within the city centre that is secure and weather protected. |
| C3  | High | Lobby Transport & Infrastructure (T&I) to provide Cycle Centres at Public Transport Nodes and Integrated Ticketing or Free Travel for Cycles. |
| C4  | Medium| Investigate the provision of a City Centre Cycle Centre. |

#### Integrated Transport

| I1  | High | Lobby State & Federal Governments for a Sydney Integrated Transport Authority to co-ordinate public transport services including integrated ticketing, timetabling, marketing and long term planning, with a strong focus on significantly improving public transport in Western and North Western Sydney. |
### Strategy Plan

#### Integrated Transport Plan for Parramatta City Centre

<table>
<thead>
<tr>
<th>Type</th>
<th>Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B1</td>
<td>High</td>
<td>Lobby T&amp;I and bus operators for Cross-city bus services.</td>
</tr>
<tr>
<td>B2</td>
<td>Medium</td>
<td>Lobby the RTA to use their existing CCTV cameras to enforce Bus Priority measures.</td>
</tr>
<tr>
<td>B3</td>
<td>Medium</td>
<td>Lobby T&amp;I and bus and coach operators to Improve Bus Stops Facilities including timetables, electronic real-time information and higher quality bus stops in key locations.</td>
</tr>
<tr>
<td>B4</td>
<td>High</td>
<td>Establish a Bus Stop Access Program to ensure they are 100% accessible by 2021</td>
</tr>
</tbody>
</table>

| **Rail** |       |             |
| R1      | High  | Lobby State and Federal Governments to construct the Parramatta to Epping Rail Link, prepare a feasibility study into the Parramatta to Castle Hill Rail Link and restore the Cumberland Line service. |
| R2      | High  | Lobby State and Federal Governments to construct the West Metro from Sydney to Parramatta. |
| R3      | Medium| Lobby for improved Rail Services and Station Facilities including increased collection of performance data, requesting RailCorp to advertise station car park details and market larger ones as Park & Ride. Work with T&I to provide directional signs to all stations. |

| **Ferry** |       |             |
| F1      | High  | Continue to lobby State Government for a Commuter Ferry Service to Parramatta from the Inner West. |

| **Taxis** |       |             |
| T1      | Medium| Secure Taxi Ranks in the city centre and investigate increasing accessibility |

| **Motorcycles** |       |             |
| M1      | Medium| Increase Motorcycle Parking Spaces and Remove the On-street Parking Fee. |

| **Road Network** |       |             |
| RN1     | Medium| Council with the RTA, investigate a City Ring Road through signage and intersection improvements including new traffic signals at Wigram Street and Parkes Street. |
| RN2     | Low   | Council with the RTA, investigate a Regional Ring Road with improved key intersections. |

| **Car Parking** |       |             |
| CP1      | High  | Council instigate the Relocation of Long-Stay Commuter Parking from the City Centre to new multi-storey car parks on the city periphery served by the Loop free bus. |
| CP2      | High  | Council market Fennel Street car park as Park & Ride served by the Loop free bus. |
The purpose of this Plan is to identify a strategy plan to improve transport to and around the city centre over the next 5 years. It is recommended that this Plan is reviewed annually to re-prioritise, assess achievement and re-align future direction. The Plan has been developed against a hierarchy of transport issues and users in terms of their importance.

Parramatta currently has 45,000 workers and 7,000 residents (Informed Decision 2009) with the mode split for the journey to work (ABS 2006) as follows:

- 65% car driver
- 17% train
- 7% car passenger
- 4% bus
- 4% walk
- 1% truck
- 1% motorcycle
- less than 1% for bicycle

State Government has primary influence over the arterial road network and public transport which are the main modes of transport to and from the city centre. The State Government mode split target for Parramatta city centre is 50% of work trips during peak hours by public transport by 2016. It is unclear how State Government intends to work towards this ambitious target given there are no significant plans to improve public transport.

If the city is to grow without suffering excessive traffic congestion, then a significant proportion of future trips to the city centre have to be by sustainable transport modes. The existing rail and bus infrastructure in Parramatta has a limited capacity to expand. The proposed infrastructure investment in the Sydney Metro does have the potential to deliver the additional transport capacity required.

The sustainable transport objectives for the city centre are to:

- Promote and support walking, cycling and sustainable travel change.
- Provide a legible city centre with improved access and amenity for pedestrians and cyclists.
- Support and facilitate public transport use.
Parramatta City Council’s recent and planned transport improvements include:

- Pedestrian improvements on Church Street ongoing since 2003
- Re-opening Church Street Mall to traffic including bicycles and buses (2007)
- Car sharing provided by GoGet (2007)
- The Loop free city bus service (2008)
- Bike Plan (2009)
- River foreshore path/Parramatta Valley Cycleway ongoing with section from Charles Street to Gasworks Bridge complete in 2009
- Pedestrian wayfinding signs and maps (2009)

The State Government’s recent and planned transport improvements include:

- Parramatta Transport Interchange (2006)
- North-West T-way (2007)
- Rail Clearways (additional capacity on the CityRail network to reduce delays and bottlenecks) – due 2010
- New trains – ongoing
- New buses – ongoing
- Bus Service Reviews – ongoing
- Strategic Bus Corridors (bus priority) – ongoing

New pedestrian wayfinding signage
Environment

E1 Land Use Planning

Encourage development that supports sustainable transport and reduce the need to travel.

It is recommended that Council continue using land use planning techniques to create additional developments that encourage and support sustainable transport use (walking, cycling and public transport). Decisions on land use have a long term impact on the community and directly effect travel behaviour.

The Residential Development Strategy, through the LEP and DCP, aims to create developments within existing centres, that have access to good public transport. This will reduce the reliance on car use, especially for the journey to work and local trips, which can generate significant greenhouse gas emissions.

E2 Increase Transport Efficiency

Encourage the use of alternatives to reduce the impacts of transport.

It is recommended that Council continue to promote and support car sharing and other initiatives to improve transport efficiency including lobbying.

Improving transport service efficiency can lead to reduced traffic congestion and improved transport sustainability and does not necessarily need significant additional investment.

E3 Environmentally Sustainable Vehicles

Cheaper parking fees for hybrid vehicles.

It is recommended that Council reduce the parking fee for hybrid vehicles within Council car parks and Parking Permit to support more Environmentally sustainable vehicles which reduce greenhouse gas emissions.
It is recommended that Council consider employing an officer to significantly expand the promotion and development of policies and projects to reduce the impact of travel on the environment. Key projects include the annual Sustainable Transport Month, Commuter Challenge, Bus Stop Access Program, Promote Cycling and Sustainable Travel Guides for Westmead, Epping and Granville.

**TB1 Promote Sustainable Transport**

*Promote sustainable transport choices to reduce the impact of travel on the environment and reduce traffic congestion.*

It is recommended that Council consider employing an officer to significantly expand the promotion and development of policies and projects to reduce the impact of travel on the environment. Key projects include the annual Sustainable Transport Month, Commuter Challenge, Bus Stop Access Program, Promote Cycling and Sustainable Travel Guides for Westmead, Epping and Granville.

**TB2 Travel Plans**

*Demonstrate corporate social responsibility by reducing Council single occupant car trips and encourage others to follow.*

It is recommended that Council develops its own Travel Plan to show leadership and corporate social responsibility and encourage others to follow. It is also recommended that the Development Control Plan consider the requirement of Travel Plans for large developments located near high frequency public transport.

The primary aim of a Travel Plan is to reduce single occupant car trips for the journey to work and secondary aim is to reduce the impact of business and visitor related travel. This is supported through policies, specific measures and awareness campaigns. Many large organisations already use the common tools of a “Travel Plan” and understand the benefits for employers, employees and the local community.

**TB3 Walking school bus**

*Reduce unnecessary car trips and establish early sustainable travel behaviour.*

It is recommended that the existing pilot be offered to all primary schools within the LGA. A walking school bus is a pre-arranged supervised walking route to school. It creates an opportunity for younger children to walk to school rather than be driven by car which impacts on road safety and traffic congestion, often cited as the reason to why children are driven to school. It is also a valuable education tool to encourage a healthy lifestyle and establish sustainable travel behaviour in children.
Walking

It is recommended that Council prepare a Pedestrian Access & Amenity Plan to upgrade crossings, reduce street clutter, improve lighting, improve lanes and create a network of pedestrian routes. Council has an ongoing streetscape improvement program for Church Street with the section north of Victoria Road next.

The Parramatta City Centre Plan (2007) recommends a Pedestrian and Cycle Amenity Zone which reduces traffic speeds and improves pedestrian and cyclist road safety and accessibility.

This recommendation expands the area already covered (Church St and Philip St) to the whole of the city centre as a 40kph zone and 50kph on Church Street north and south. It is suggested that this scheme be implemented in stages in co-ordination with the relocation of the city centre car parking. Suggested measures to achieve the reduced speed limits include additional pedestrian crossings, additional pedestrian spaces, completing the Riverside footpath/Parramatta Valley Cycleway within the city centre and converting George Street and Macquarie Street to two-way streets in the long term.

Council’s Civic Improvement Plan (PCC 2007) recommends information kiosks displaying tourist attractions, public transport, shopping, dining and community events be situated throughout the city centre. These would be useful as the city grows in workers and visitor populations.

Provide Wi-Fi at selected public transport locations to increase accessible to the internet as part of Council’s e-Parra program.
Walking
The Parramatta Bike Plan (PCC 2009) sets out cycle routes to be implemented to create a comprehensive network across the LGA. It is recommended that the focus is on implementing cycle routes to the city centre to encourage and support commuter cyclists while avoiding negative impact on pedestrian, traffic and on-street parking. In addition, the proposed Pedestrian and Cycle Amenity Zone will greatly benefit cyclists.

**C1 Cycle Routes to the City Centre**

*Encourage and support cycling to the city centre.*

Cycle centres typically provide secure parking, personal lockers, showers (including a towel service), repair service, cycle shop, café and cycle hire. Examples include Brisbane’s Cycle2City and Auckland’s Bike Central.

It is recommended that Council lobby Transport & Infrastructure (T&I) to provide Cycle Centres at transport nodes and also an integrated ticketing for cyclists or free travel for cycles.

**C2 More Cycle Parking**

*Encourage and support cycling.*

It is recommended that additional cycle parking is provided within the city centre, that is secure and weather protected, to encourage and support local cycling trips. It is suggested that on a secondary level that some cycle parking is combined with public art to create an interesting, yet functional item of street furniture to raise the profile of cycling.

It is recommended that Council investigate a Cycle Centre within the proposed Civic Place development to improve services to city centre cyclists. Council is currently implementing secure cycle parking with showers within the city centre car parks at Horwood Place and Erby Place.

**C3 Cycle Centres at Public Transport Nodes**

*Support cycling to public transport*

**C4 City Centre Cycle Centre**

*Provide high level cycle facilities to support the city becoming a cycling city.*

*A North American cycle centre*
It is recommended that Council lobby Transport & Infrastructure to consider a Transport Authority for Sydney. The structure of governance and service needs better integration at all levels from strategic planning through to ticketing and timetables, marketing and long term planning, with a strong focus on significantly improving public transport in Western and North Western Sydney.

Sydney needs an authority to co-ordinate public transport planning and services to ensure a fully integrated public transport network is created, as is the case in other world cities. The first task for a Sydney Transport Authority should be introducing an integrated ticketing.
Parramatta is at the centre of 5 bus contract regions with all services to Parramatta terminating in city centre. For passengers, this means that they must interchange to continue to nearby destinations of Westmead and the University of Western Sydney (UWS) in Rydalmere, if travelling from opposite parts of the city. It also results in a high demand for bus-layover spaces for the terminating buses. This demand for bus-layover is set to significant increase by the end of 2009. There are also concerns with the future capacity of the newly built transport interchange.

It is recommended that Council lobby T&I and bus operators for cross-city bus services: extending some Sydney Buses services to Westmead and some Hillsbus services to UWS. There is scope for bus layover and turn around facilities in both Westmead and Rydalmere. Direct bus services to key destinations will significantly benefit the local community and reduce the need for limited city centre road space to be used for bus-layover space rather than parking or loading.

The RTA is developing a network of 43 strategic bus corridors (bus priority) across Sydney, of which nine radiate from Parramatta. It is recommended that Council request the RTA to investigate the use of their existing CCTV camera network to enforce bus lanes where possible. The level of effective bus priority enforcement will become increasingly important as traffic flows and congestion in Parramatta and the metropolitan region grows.

The RTA uses roadside cameras with a fixed field of view to enforce bus lanes. This type of camera has a reduced ability to effectively enforce the road rules as demonstrated by driver behaviour in the vicinity of speed cameras, where drivers simply adjust their behaviour when in the cameras field of view. CCTV cameras have the benefit of a wide field of view and therefore increased ability to enforce the road rules.

It is also recommended that Council continue to lobby and work with the RTA in the provision of bus priority measures for the journey to Parramatta city centre.
It is recommended that Council lobby bus operators to improve the level and quality of information provided at bus and coach stops.

It is recommended that Council in association with other Councils lobby State Government for real-time information to be provided on the North-West T-way routes. The South-West T-way, to Liverpool, excluding the Parramatta Interchange, already has real-time bus information.

Most NW T-way services originate in suburban centres including Bella Vista, Castle Hill, Norwest, Kellyville, Kings Langley and Stanhope Gardens, but traditional bus stops, rather than the T-way bus stops are provided. T-way bus stops have a significantly higher quality passenger environments which supports and encourages bus use to Parramatta city centre.

**Strategic Bus Corridors (bus lanes) to Parramatta city centre**

**B3 Improve Bus Stop Facilities**

*Support and encourage bus and coach use.*

It is recommended that Council in association with other Councils lobby State Government to provide T-way style bus stops in suburban centres starting with those served by the NW T-way bus services but not on the NW T-way itself.
Bus Stop Access Program

Provide DDA compliant bus stops.

Councils are required to ensure that bus stops comply with the Disability Discrimination Act to allow all passengers to access buses at bus stops. The Act has targets of compliance of: 55% by 2012, 90% by 2017 and 100% by 2022.

Council completed an audit of over 800 bus stops in early 2009. It is recommended that Council develop a Bus Stop Access Program to identify, prioritise and manage the extensive work required to improve bus stops within the LGA.
It is recommended that Council lobby State and Federal Governments to construct the Parramatta to Epping Rail Link. This will directly link Parramatta and Western Sydney to jobs in Macquarie Park and North Sydney, as well as connect commuters from the Central Coast and North Sydney to Parramatta.

It is recommended that Council lobby State and Federal Governments to investigate a Parramatta to Castle Hill Rail Link as a continuation of new rail lines to the North West. It is suggested that a service operate from Rouse Hill to Leppington via Castle Hill, Parramatta and Liverpool. This will directly link residents in the North West to jobs in Parramatta and Western Sydney, as well connect residents in the South West to Parramatta.

It is recommended that Council lobby State Government to reinstate the Cumberland Line to a half-hourly. The Line provides a direct service between Campbelltown, Liverpool, Parramatta and Blacktown and avoids the alternative of changing trains at Granville which adds 10 to 15 minutes.
CityRail has targets for punctuality and reliability but they are referenced to Sydney CBD and are of little use to the 30,000 commuters who use Parramatta station daily.

It is recommended that Council lobby State and Federal Governments to fund and deliver the West Metro which is essential the planned growth of Parramatta city centre is to achieve. The proposed Sydney Metro has been deferred until 2020.

It is recommended that Council lobby RailCorp for the increased collection of performance data.

It is recommended that Council request RailCorp to advertise station car park details and consider marketing those with large car parks as Park & Ride facilities. In addition, it is recommended that Council work with State Government to ensure directional signage to all stations is provided.

Most stations have car parking, but RailCorp no longer advertises which stations have car parks or the number of spaces. This is contrary to the current State Government plan to massively increase the number of free commuter parking spaces at rail stations. In addition, few railway stations have directional signs for pedestrians, cyclists or vehicles.
It is recommended that Council continue lobbying State Government for a commuter service from the growing Inner West riverside suburbs to Parramatta. The Special Commission of Inquiry into Sydney Ferries Corporation (Walker 2007) recommends the ferry service between Rydalmere and Parramatta be discontinued.

In November 2009 State Government re-launched the Parramatta ferry service as the River Express with the only change being additional peak period services. It is quicker to travel by train between Parramatta and Circular Quay however there is little or no direct public transport between Parramatta and the growing Inner West riverside suburbs of Drummoyne, Abbotsford, Cabarita, Breakfast Point, Rhodes and Meadowbank.

The new RiverExpress only has funding for 2 years.
It is recommended that Council in association with the relevant stakeholders establish secure taxi ranks in the city centre. The Ministry of Transport, from 2006 introduced secure taxi ranks across NSW to improve taxi safety and security through the use of security guards to patrol and supervise ranks during evening peak period. This recommendation is also supported by the Parramatta City Centre Crime Prevention Plan which recommends a review of late night transport options.

It is also recommended to investigate increasing access to the city for taxis to increase passenger accessibility.

**T1**  Provide secure taxi ranks and investigate increasing access to the city

*Increase taxi driver and passenger safety and security and increase accessibility.*

**M1**  Increase motorcycle parking spaces remove the on-street fee

*Support increased motorcycle use.*

It is recommended that Council investigate the provision of additional on-street motorcycle parking bays, focusing on using existing unused road space which is too narrow or short for 4-wheeled vehicle use. A key issue for motorcyclists is the lack of suitable parking spaces within the city centre. There are only 26 free on-street and 15 fee off-street motorcycle parking spaces within the city centre.

It is recommended that all on-street motorcycle parking be free as it is very difficult to securely display a parking meter ticket.

*Taxi rank at the Transport Interchange*
It is recommended that Council, with the RTA investigate a City Ring Road to allow traffic to better circumnavigate the city centre and provide better access to the city centre. Inside the City Ring Road, the a 40kph speed limit is proposed as part of the Pedestrian and Cycle Amenity Zone.

It is recommended that Council, with the RTA investigate a Regional Ring Road using the M4, Cumberland Highway and James Ruse Drive. The aim is to encourage regional through traffic away from Parramatta city centre. There is a significant proportion of traffic that travels close to the city centre and contributes to the city centre's congestion, and impacts on economic growth. To ensure the Regional Ring Road becomes the route of choice, key intersections need to be improved (grade separated) to allow the traffic to free flow.

Proposed City and Regional Ring Roads
It is recommended that Council instigate the relocation of long stay commuter car parking within the heart of the city centre (Horwood Place and Erby Place car parks) to the city periphery to encourage greater use of sustainable transport. This releases key sites for future development to assist delivering the planned growth. It also relocates the car traffic (congestion) away from the city centre core. It is recommended that two new multistorey car parks be built on the city periphery near the arterial road network and be served by the Loop free city bus service.

The suggested long term strategy for Council is four multi-storey public car parks, as listed below, to serve the city centre, these are supported by the on-street parking and smaller off-street parking areas.

1. North New Fennel Street car park
2. East New Macquarie Street car park
3. South Existing Wentworth Street car park
4. West Existing Hunter Street car park

It is recommended that future developments on the Horwood Place and Erby Place car park site include an element of short stay public parking. The proposed Civic Place is likely to add a significant number of new city centre parking spaces. The Riverbank Masterplan (including the David Frater Reserve Car Park) suggests that short stay public parking be included within any future developments to support shoppers, diners and other key around Parramatta city centre to intercept motorists.

**Integrated Transport Plan for Parramatta City Centre**

**CP1 Relocate long-stay commuter parking from the city centre to periphery**

*Encourage commuters to consider sustainable transport and reduce city centre traffic (congestion).*

**CP2 Park & Ride**

*Reduce need for city centre parking.*

It is recommended that Council continue to investigate potential Park & Ride sites and focus on using existing Council car parks including Fennel Street (Parramatta) supported by the Loop free city bus service a Pine Street (Rydalmere).

Two Park & Ride car parks are provided on the NW T-way and it is suggested that Park & Ride sites are provided on the SW T-Way as well as other key around Parramatta city centre to intercept motorists.
Car Parking

Integrated Transport Plan for Parramatta City Centre

[Map of Parramatta City Centre showing parking areas and connectivity]

Key:
- Red: city ring roads
- Orange: city centre roads
- Dotted orange: Church Street mall
- Dashed black: western train line
- Yellow: pedestrian cycle and amenity zone (vehicle speed limit of 40km/hr)
- Blue: bus, rail and ferry

1. Existing council multi-storey car park
2. Proposed new council multi-storey car park
3. Existing council multi-storey car park
4. Proposed Park & Ride

Scale:
- 0 50 100 200m

N
Terms and abbreviations used

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABS</td>
<td>Australian Bureau of Statistics.</td>
</tr>
<tr>
<td>Car pooling</td>
<td>The use of a private car for shared journeys, typically between work colleagues.</td>
</tr>
<tr>
<td>Car share</td>
<td>Short period car rental, usually hourly, provided by an organisation.</td>
</tr>
<tr>
<td>Cumberland Line</td>
<td>Direct rail service between Campbelltown and Blacktown via Parramatta.</td>
</tr>
<tr>
<td>Cycle Centre</td>
<td>A secure cycle storage facility with showers, change room facilities and often a cycle shop, cycle service facilities, cycle hire and a café/restaurant.</td>
</tr>
<tr>
<td>DCP</td>
<td>Development Control Plan.</td>
</tr>
<tr>
<td>DDA</td>
<td>Disability Discrimination Act (DDA) 1992 provides protection against discrimination based on disability.</td>
</tr>
<tr>
<td>Integrated ticketing</td>
<td>A single public transport ticket product that can used on all modes of transport and services without the need to purchase additional tickets.</td>
</tr>
<tr>
<td>ITP</td>
<td>Integrated Transport Plan.</td>
</tr>
<tr>
<td>LEP</td>
<td>Local Environmental Plan.</td>
</tr>
<tr>
<td>LGA</td>
<td>Local Government Area (Council area).</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>The combined use of a car with public transport.</td>
</tr>
<tr>
<td>Peak spreading</td>
<td>A transport planning term to describe workers starting earlier or later and therefore spreading the impact of the traditional peak period.</td>
</tr>
<tr>
<td>Real-time information</td>
<td>The display of live public transport information usually as count down indicator to the next service due.</td>
</tr>
<tr>
<td>Road space relocation</td>
<td>The relocation of general traffic lanes to other uses including buses, cycles and pedestrians.</td>
</tr>
<tr>
<td>RTA</td>
<td>Roads &amp; Traffic Authority.</td>
</tr>
<tr>
<td>Smart card ticket</td>
<td>A contactless ticket with a microchip which processes and stores data. Usually an integrated ticket.</td>
</tr>
<tr>
<td>Sustainable Transport</td>
<td>Walking, cycling, public transport, more environmental friendly vehicles.</td>
</tr>
<tr>
<td>Sydney Buses</td>
<td>A bus operating unit of State Transit Authority (STA)</td>
</tr>
<tr>
<td>Sydney Metro</td>
<td>Proposed high frequency underground rail service.</td>
</tr>
<tr>
<td>T&amp;I</td>
<td>Department of Transport &amp; Infrastructure</td>
</tr>
<tr>
<td>The Loop</td>
<td>Parramatta City Council’s free city bus service.</td>
</tr>
<tr>
<td>Travel Plan</td>
<td>A site specific Plan to reduced car travel through a set of transport management tools.</td>
</tr>
<tr>
<td>Transit-way (T-way)</td>
<td>Western Sydney’s Rapid Bus Transit network, a high quality, high capacity bus service mainly operating on a dedicated right of way.</td>
</tr>
<tr>
<td>Walking School Bus</td>
<td>An adult supervised pre-arranged walking route for primary school children.</td>
</tr>
<tr>
<td>West Metro</td>
<td>A metro line from Central to Westmead.</td>
</tr>
</tbody>
</table>
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The key issue for Parramatta city centre is moving away from the reliance of car use towards more sustainable transport of walking, cycling and public transport. This change of travel behaviour will be supported through a range a tools, both soft and hard options to limit increases in traffic.