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APPENDIX A

Footpath Infrastructure for Rail Services

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APPENDIX B

Pedestrian Crossings at Signalised Intersections

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APPENDIX C

DSAPT Bus Stop Design Principles

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APPENDIX D

Proposed Infrastructure and Costing

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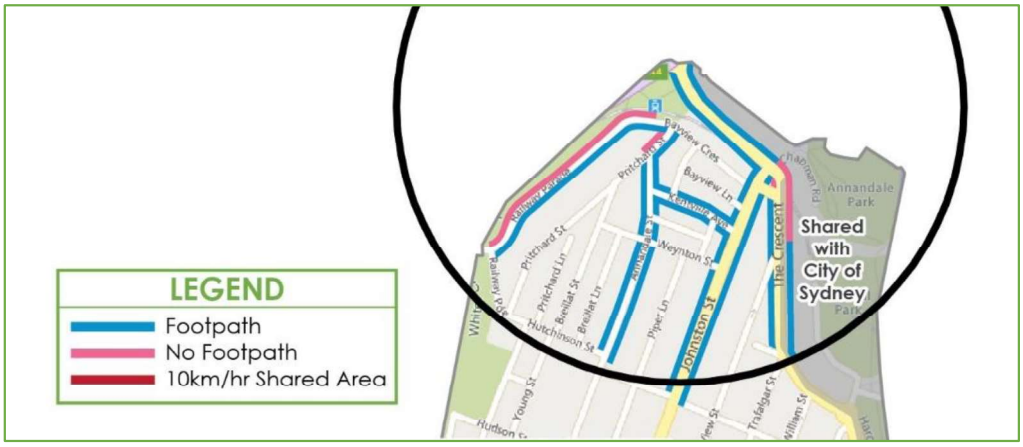

Figure A1: Rozelle Bay Light Rail Station Pedestrian Infrastructure (Annandale)

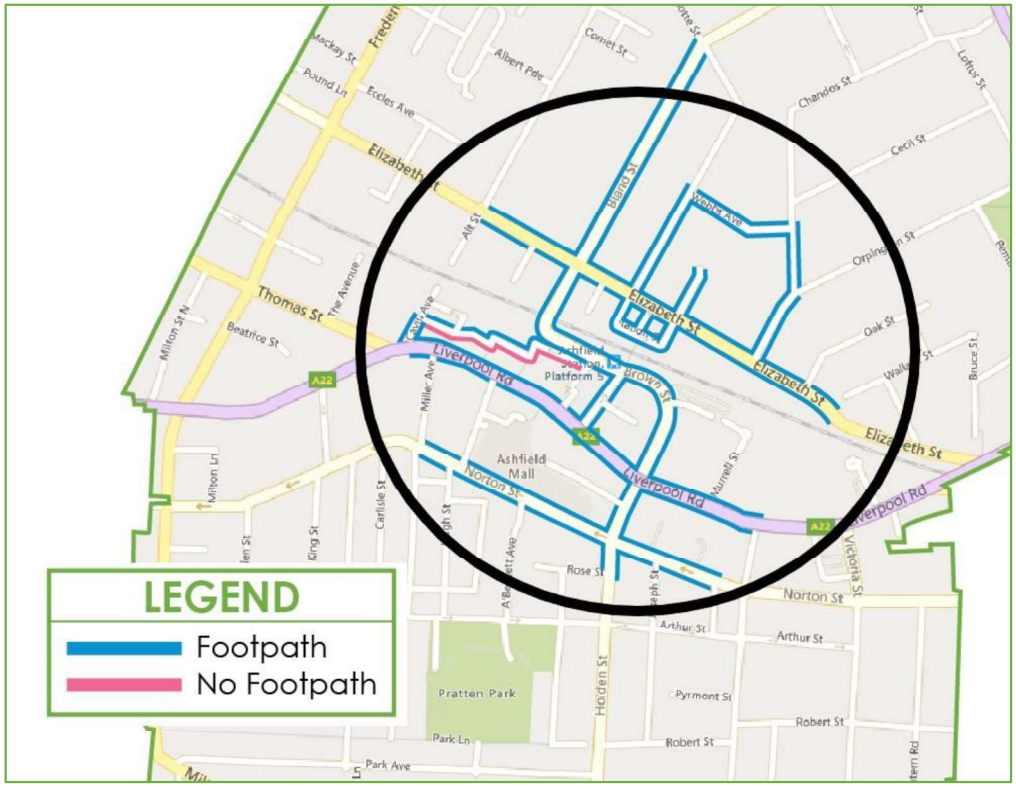

Figure A2: Ashfield Station Pedestrian Infrastructure (Ashfield)

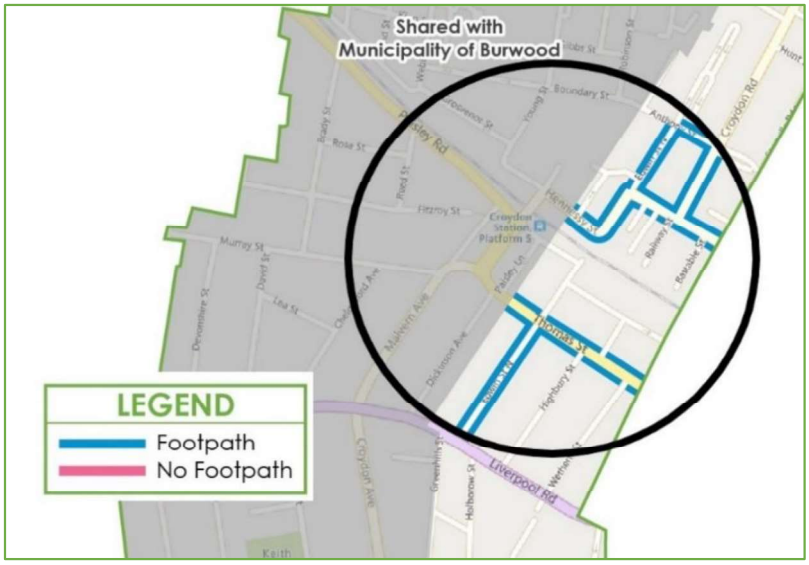

Figure A3: Croydon Station Pedestrian Infrastructure (Croydon)

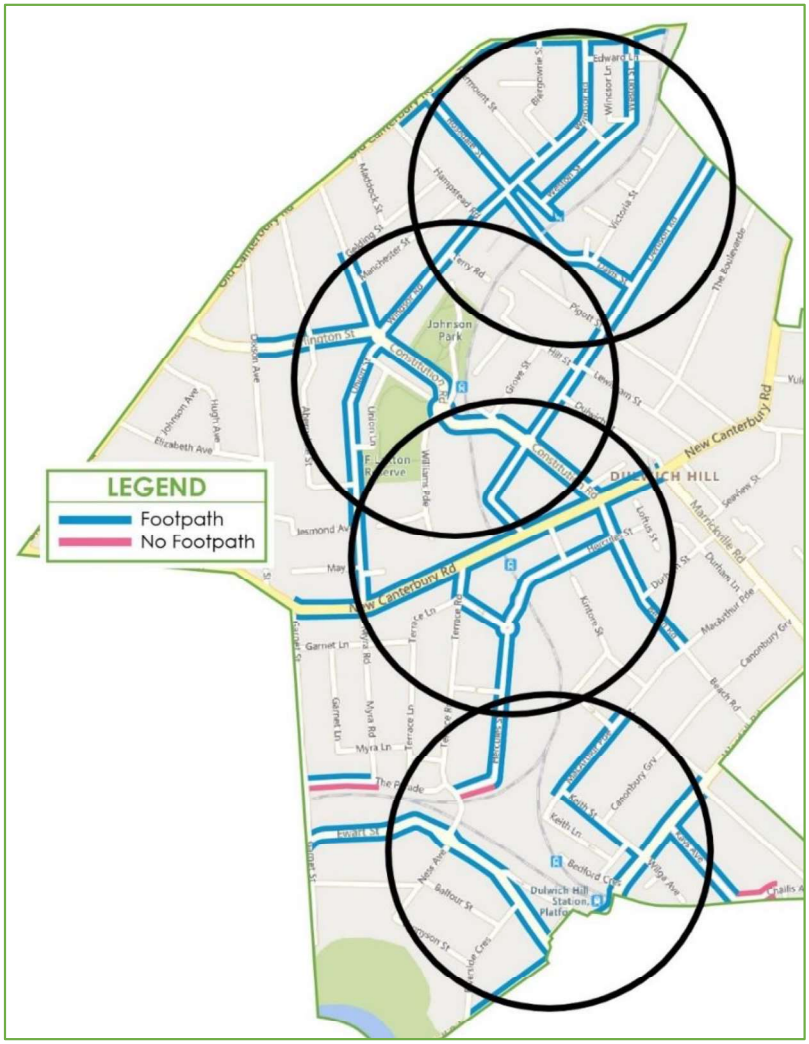

Figure A4: Dulwich Hill, Dulwich Grove, Arlington, Waratah Mills Pedestrian Infrastructure (Dulwich Hill)

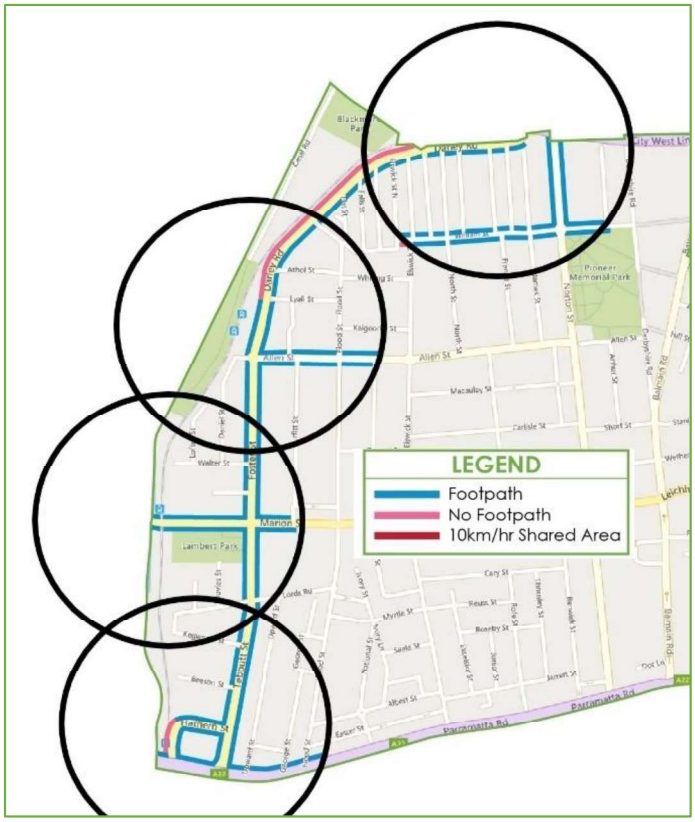

Figure A5: Taverners Hill, Marion, Hawthorne, Leichhardt North Stations Pedestrian Infrastructure (Leichhardt)

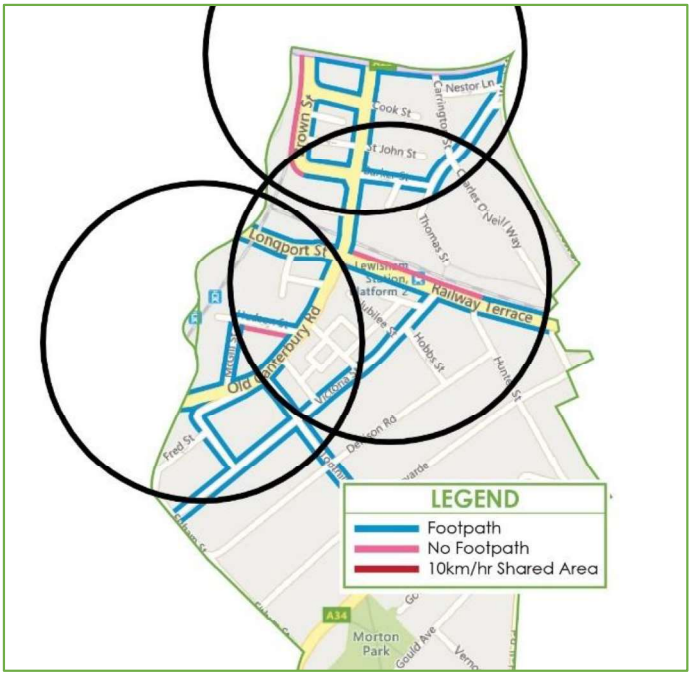

Figure A6: Lewisham, Lewisham West, Taverners Hill Stations Pedestrian Infrastructure (Lewisham)

Figure A7: Dulwich Hill, Marrickville, Sydenham Stations Pedestrian Infrastructure (Marrickville)

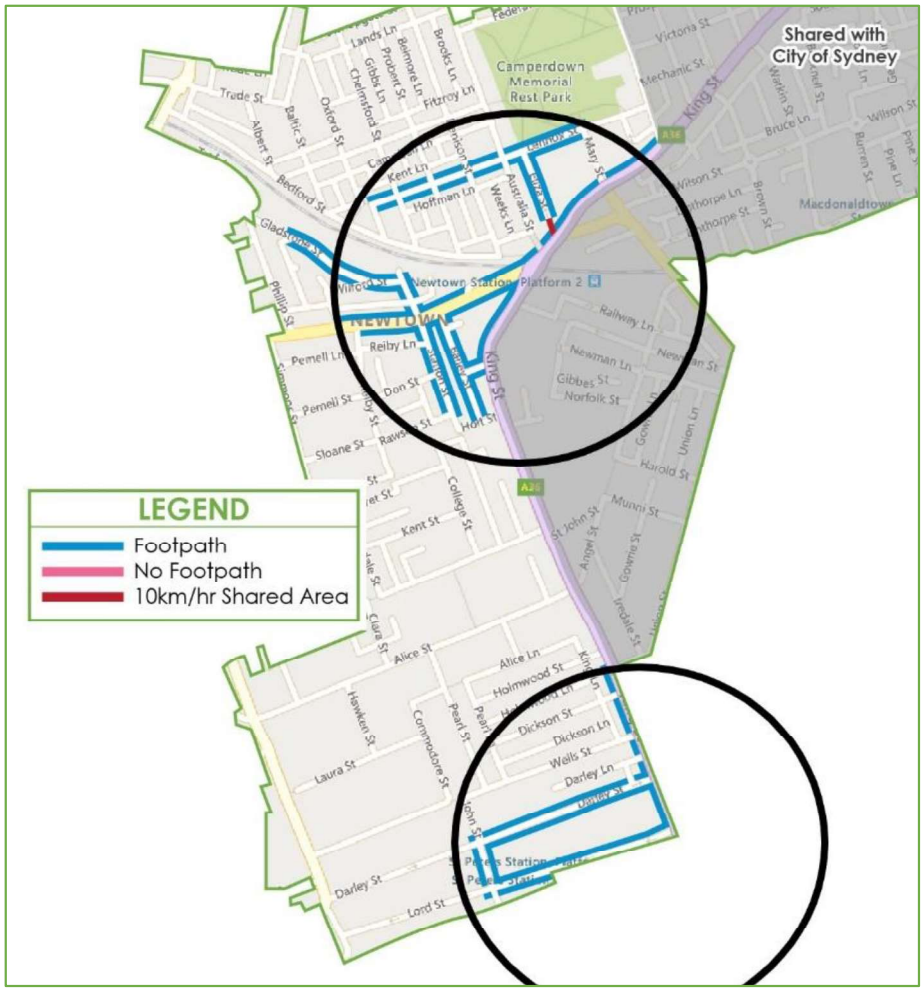

Figure A8: Newtown, St Peters Station Pedestrian Infrastructure (Newtown)

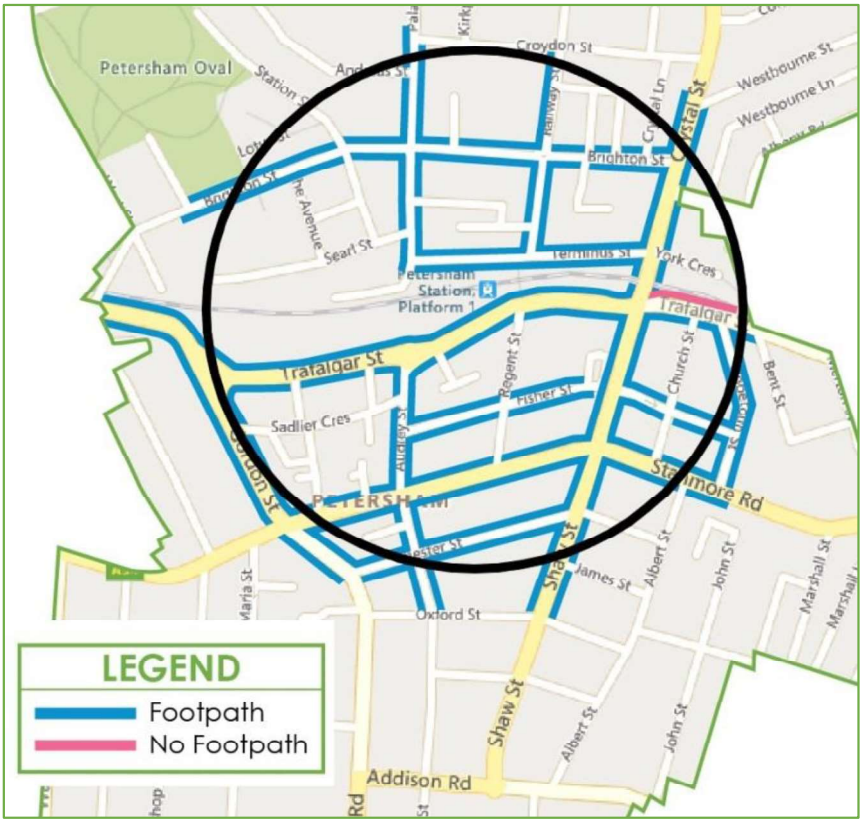

Figure A9: Petersham Station Pedestrian Infrastructure (Petersham)

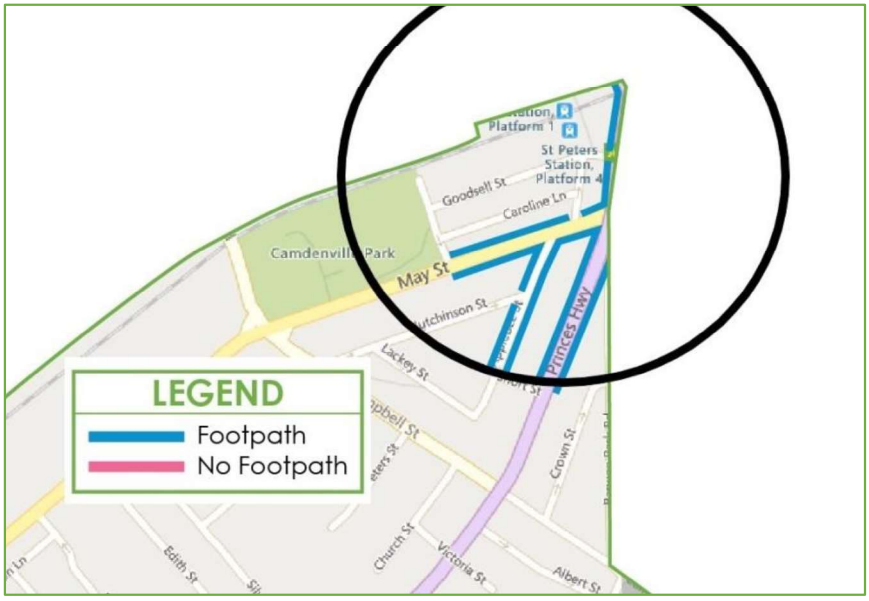

Figure A10: St Peters Station Pedestrian Infrastructure (St Peters)

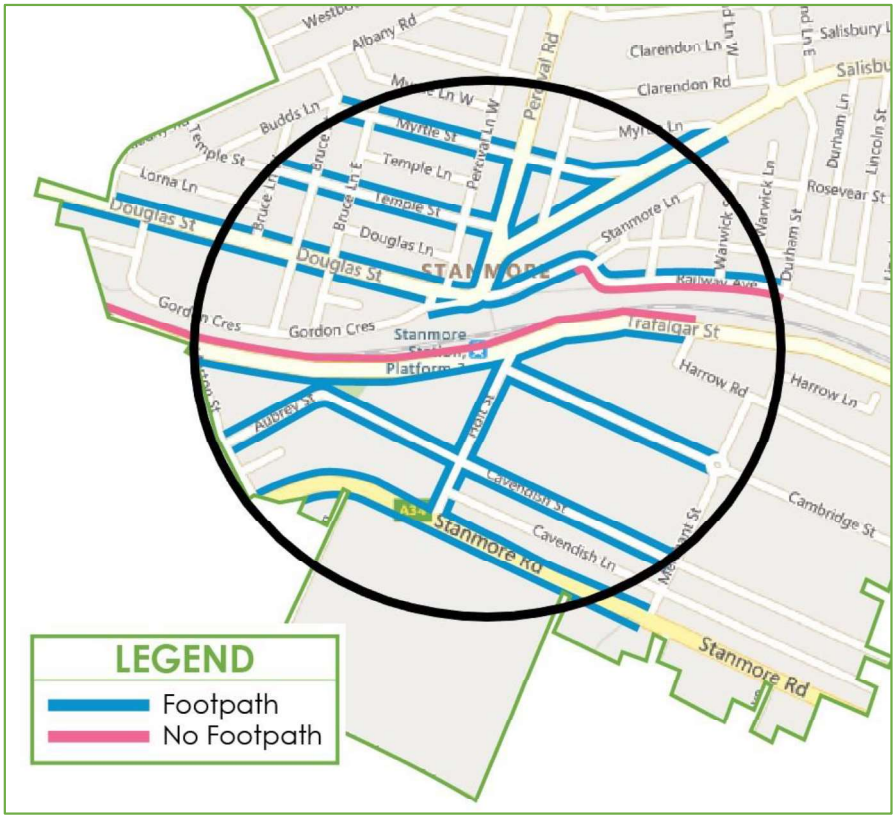

Figure A11: Stanmore Station Pedestrian Infrastructure (Stanmore)

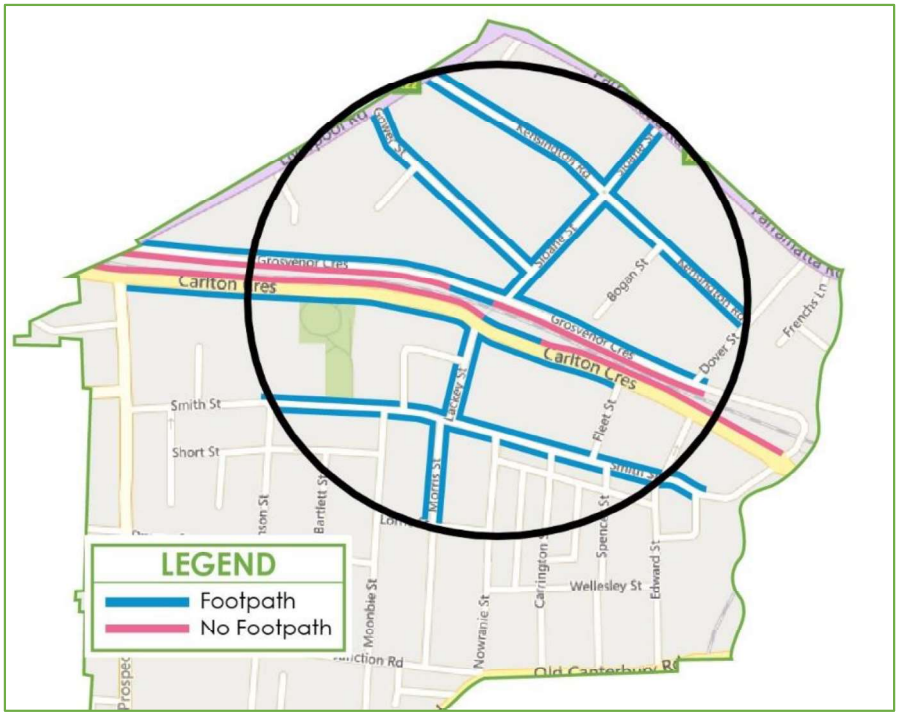

Figure A12: Summer Hill Station Pedestrian Infrastructure (Summer Hill)

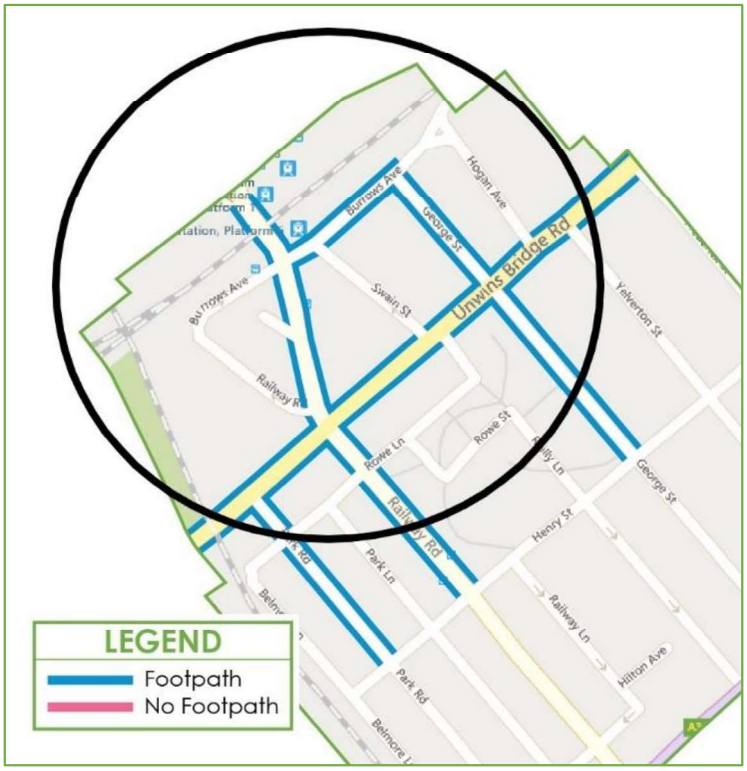

Figure A13: Sydenham Station Pedestrian Infrastructure (Sydenham)

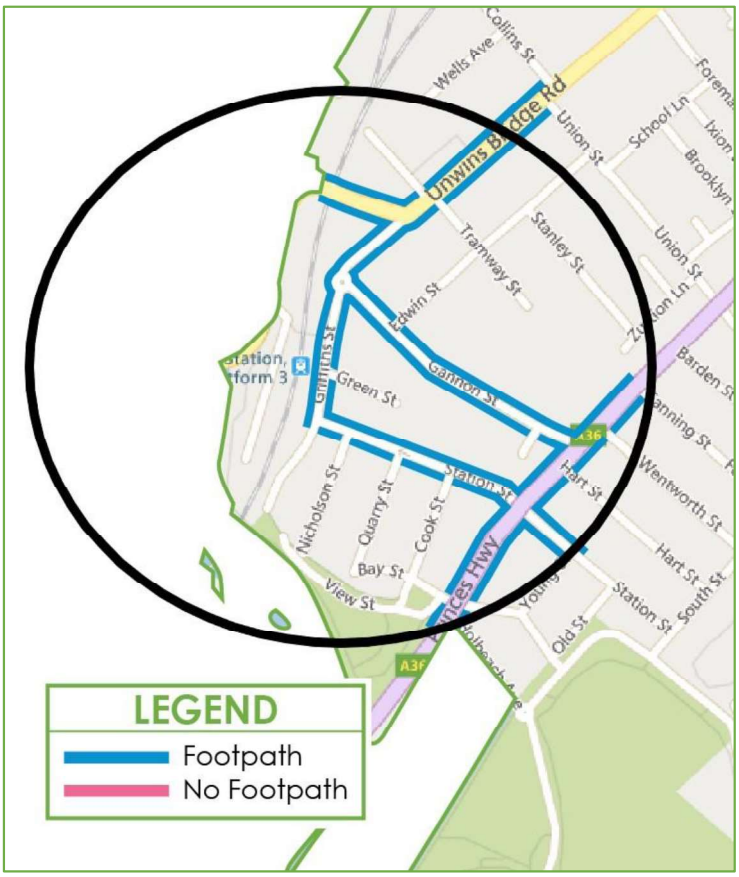

Figure A14: Tempe Station Pedestrian Infrastructure (Tempe)

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Table C1: Intersections without Pedestrian Crossings.

Number	Suburb	Intersection	Details
1	Annandale	Johnston Street and The Crescent	No pedestrian crossing on northern and eastern legs
2	Ashfield	Hume Highway and Thomas Street	No pedestrian crossing on northern leg
3	Ashfield	Frederick Street and Parramatta Road and Wattle Street	No pedestrian crossing on northern leg
4	Ashfield	Hume Highway and Elizabeth Street and Grosvenor Crescent	No pedestrian crossing on southern leg
5	Ashfield	Milton Street and Georges River Road	No pedestrian crossing on southern leg
6	Camperdown	Parramatta Road and Pyrmont Bridge Road and Denison Street	No pedestrian crossing on western and southern legs
7	Camperdown	Parramatta Road and Mallett Street	No pedestrian crossing on eastern leg
8	Camperdown	Salisbury Road and Kingston Road	No pedestrian crossing on eastern leg
9	Croydon	Parramatta Road and Croydon Road and Arlington Street	No pedestrian crossing on south-eastern leg
10	Croydon	Parramatta Road and Great North Road	No pedestrian crossing on southern leg
11	Croydon	Parramatta Road and Harris Road	No pedestrian crossing on western leg
12	Croydon Park	Georges River Road and Holborrow Street	No pedestrian crossing on western leg
13	Haberfield	Parramatta Road and Bland Street	No pedestrian crossing on southern leg
14	Haberfield	Parramatta Road and Wattle Street and Frederick Street	No pedestrian crossing on northern leg
15	Haberfield	Ramsay Street and Marion Street	No pedestrian crossing on northern leg
16	Haberfield	Ramsay Street and Wattle Street	No pedestrian crossing on north-eastern leg
17	Leichhardt	Marion Street and Leichhardt Street and Balmain Road	No pedestrian crossing on northern leg
18	Leichhardt	Parramatta Road and Crystal Street and Balmain Road	No pedestrian crossing on eastern leg
19	Leichhardt	Tebbutt Street and Hathern Street	No pedestrian crossing on northern leg
20	Lewisham	Railway Terrace and West Street	No pedestrian crossing on eastern leg
21	Lewisham	New Canterbury Road and Toothill Street	No pedestrian crossing on north-eastern leg
22	Lewisham	Old Canterbury Road and Toothill Street	No pedestrian crossing on northern leg
23	Lilyfield	Balmain Road and Cecily Street and Park Drive	No pedestrian crossing on southern and western leg
24	Lilyfield	City West Link and Balmain Road	No pedestrian crossing on eastern leg
25	Lilyfield	City West Link Road and Catherine Street	No pedestrian crossing on northern and western legs

26	Lilyfield	City West Link Road and James Street	No pedestrian crossing on eastern leg
27	Lilyfield	Perry Street and Wharf Road	No pedestrian crossing on eastern leg
28	Marrickville	Illawarra Road and Petersham Road	No pedestrian crossing on southern leg
29	Marrickville	Livingstone Road and Beauchamp Street and Warren Road	No pedestrian crossing on northern leg
30	Marrickville	Marrickville Road and Gladstone Street	No pedestrian crossing on southern leg
31	Marrickville	Victoria Road and Edinburgh Road	No pedestrian crossing on eastern leg
32	Newtown	Enmore Road and Princes Highway	No pedestrian crossing on northern leg
33	Petersham	Crystal Street and Brighton Street	No pedestrian crossing on southern leg
34	Petersham	Crystal Street and Douglas Street	No pedestrian crossing on northern or southern legs
35	Petersham	Crystal Street and Trafalgar Street	N/A
36	Petersham	New Canterbury Road and West Street	No pedestrian crossing on eastern leg
37	Petersham	Parramatta Road and Norton Street	No pedestrian crossing on eastern leg
38	Petersham	Parramatta Road and Railway Street	One pedestrian crossing between Renwick Street and Railway Street
39	Rozelle	The Crescent and James Craig Road	No pedestrian crossing on eastern and western legs
40	Rozelle	Victoria Road and Gordon Street	No pedestrian crossing on eastern leg
41	Rozelle	Victoria Road and Robert Street	No pedestrian crossing on north-western leg and southern leg
42	Rozelle	Victoria Road and Terry Street	No pedestrian crossing on eastern leg
43	Rozelle	Victoria Road and the Crescent	No pedestrian crossing on eastern leg (no footpath on east)
44	Rozelle	Victoria Road and Wellington Street	No pedestrian crossing on western leg
45	Rozelle	Victoria Road and Evans Street	No pedestrian crossing on south-eastern leg
46	St Peters	Burrows Road and Canal Road	No pedestrian crossing on southern and eastern leg
47	St Peters	Princes Highway and Campbell Street	No pedestrian crossing on north-eastern leg
48	St Peters	Princes Highway and Canal Road and Mary Street	No pedestrian crossing on south-western leg
49	St Peters	Princes highway and May Street	No pedestrian crossing on northern leg
50	Summer Hill	Parramatta Road and Hume Highway	No pedestrian crossing on eastern leg
51	Sydenham	Princes Highway and Railway Road	No pedestrian crossing on north-eastern leg

52	Tempe	Princes Highway and Gannon Street	No pedestrian crossing on southern leg
53	Tempe	Princes Highway and Holbeach Avenue	No pedestrian crossing on northern leg
54	Tempe	Princes Highway and Ikea Access	No pedestrian crossing on eastern leg
55	Tempe	Richardson Crescent and Unwins Bridge Road	No pedestrian crossing on eastern leg

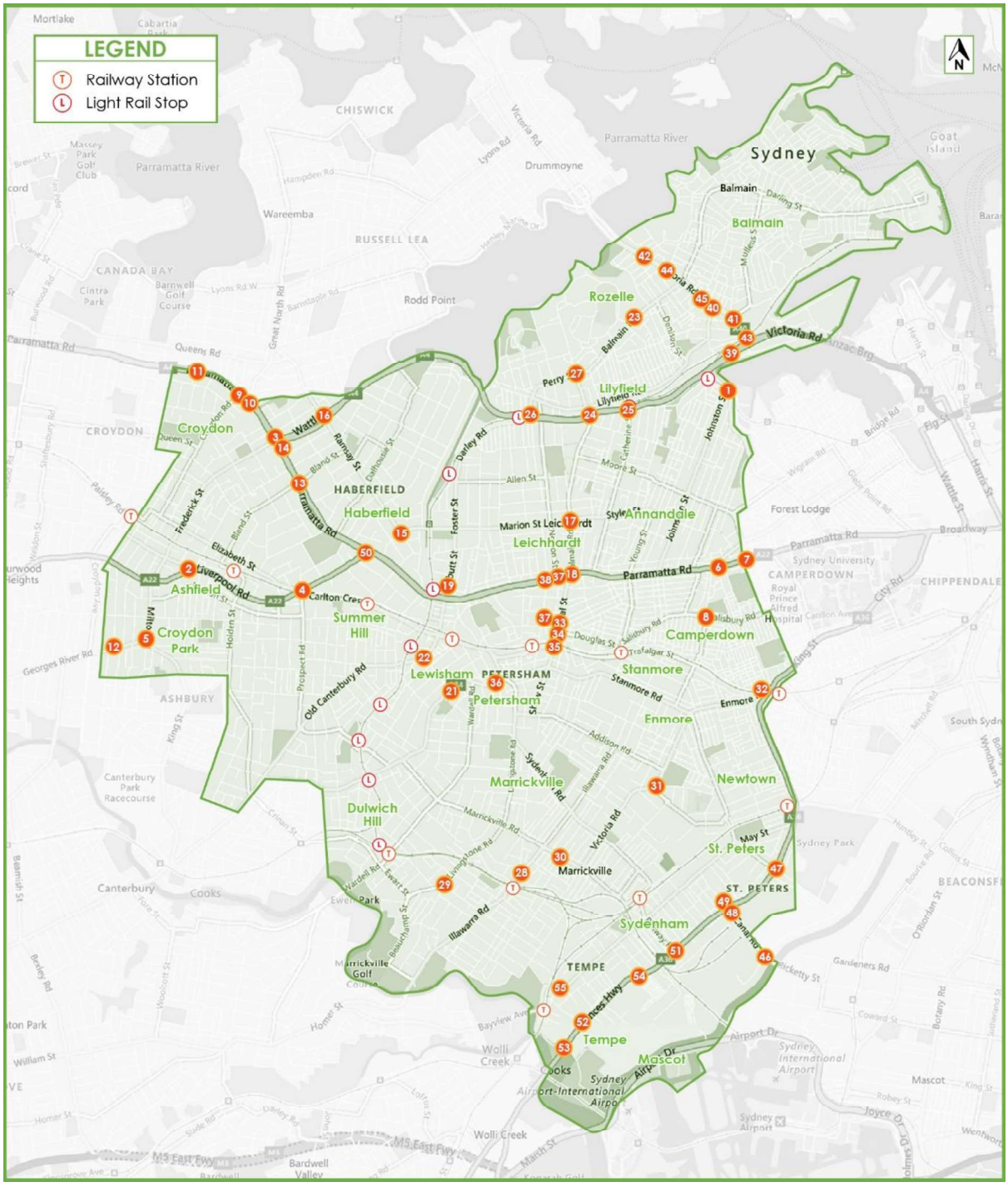

Figure C1: Signalised Intersections with Deficient Pedestrian Infrastructure

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Accessible Bus Stops

Key Design and Location Parameters to be addressed

As stipulated by Federal law, any new shelters must meet the requirements set out in the Disability Standards for Accessible Public Transport (DSAPT) 2002. To assist with this, and as a general rule, all shelter design and placement should refer to the 2010 Australian Human Rights Commission (AHRC) 'Guideline for promoting compliance of bus stops with the Disability Standards for Accessible Public Transport 2002'.

A copy of these guidelines is available on the Australian Human Rights Commissions website. Please refer to the Disability Rights page – current projects – Bus stop guidelines.

In the majority of cases Council has responsibility for the overall compliance of the bus stop boarding area. If replacement or new bus shelters are being installed, Council requires a detailed drawing of each location showing the proposed work for approval. This will also apply for new or replacement rubbish bins, bench seating or 'street furniture' being installed at new or existing bus stop locations.

The bus stop area is required to satisfy the following:

- The sign/post designates the location of a 'bus stop' and acts as the primary orientation point for the bus stopping position. Therefore it is the point of reference for the generic site design.
- Provision for the orientation and safety of people with vision impairment in a public pedestrian environment.
- Allow for easy manoeuvring of wheelchairs, mobility devices and prams by providing clear access on even surfaces and sufficient clear space from Tactile Ground Surface Indicators (TGSIs), minimising any adverse impact on others; wheelchair users often encounter difficulties when travelling or manoeuvring over TGSIs and therefore the location of the tactile area to take this into consideration.
- Provision of unobstructed access through the bus area for users of wheelchairs and scooters.
- Pathway width and infrastructure clearances shall consider shared access (e.g. pedestrian and bicycles), so to minimise conflict with all footpath users.

Where there may be some room for further interpretation or adjustment to local conditions the following design features need to be accommodated particularly in regards to the actual location and placement of any structure including bus shelters:

1. Tactile ground surface indicators (TGSIs)

- Council installs TGSIs accordingly to enable identification of the 'stop' for those pedestrians following the property line and/or access path. TGSIs allow for wayfinding of a bus stop sign and therefore embarkation point.
- These are installed with a 600mm band of directional TGSIs extending from the property boundaries and end in a band (600 x 600mm) of hazard TGSIs placed 300mm back from the kerb edge. These are also placed consistently between 290mm - 310mm next to the bus stop sign/post.
- TGSIs must be consistent in their position relative to the property boundary, bus stop sign, boarding point and distance from obstruction. Therefore any additional structures need to accommodate their location (or nominal location given Council's upgrade program) and respect the importance of not encroaching on them. Any obstruction to existing or future placement of tactile indicators must be avoided.
- A minimum of 1.2m between the edge of the TGSIs and the bus shelter shall be maintained to allow a wheelchair or scooter user to pass the shelter while avoiding the warning TGSIs.

- **Any shelter must avoid encroachment on existing or future TGSI treatments pending Council upgrade program. Pending treatments to follow the above format in relation to the bus stop sign.**

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2. Boarding point

- All infrastructure clearances such as the location of bus shelters must provide a clear, unobstructed area at the boarding point to allow for the deployment of a ramp from the bus, and connect to a manoeuvring area that is 2070mm x 1540mm.
- Each stop must provide a firm level surface at the boarding point. A level surface is defined as having a gradient and cross fall of not steeper than 1 in 40, or 1 in 33 where the surface is bitumen.
- Where the boarding point is located within a bus shelter, provide a sufficient manoeuvring area within a bus shelter for a wheelchair user to carry out a 180° turn. Allowance for a manoeuvring area within a bus shelter is 2070mm x 1540mm and shall be level and clear of obstructions for the entire identified space and be well drained.

- **Placement and installation of shelters must allow for this.**

3. Manoeuvring area

- Allowance for a circulation space or manoeuvring area with a minimum size of 2070mm x 1540mm shall be provided. This can be set back from the boarding point and connected by a 1200mm wide access path.
- The space shall be clear of obstructions for the entire identified space including TGSIs.
- The manoeuvring area must provide a firm level surface to allow for easy manoeuvring of wheelchairs, mobility devices and prams.

- **These spaces must not be compromised through placement of other items or structures, including a bus shelter.**

4. Access path

- A 1200mm wide unobstructed pathway is required to allow passage to and from the boarding area to any connecting footpath. Where the path is too narrow, the access path may pass through the boarding point provided it then meets the minimum 1200mm width. The passageway must be available from the boarding point and connect to an area to manoeuvre (that does not encroach on the landing point or tactile indicators).
- Bus shelter location shall maintain at least 1200mm (preferably 1500mm) clear access, around and between all infrastructure and obstructions, to comply with disability standards. This includes access to both the approach and departure sides of the bus stop.
- To achieve a 1200mm clear access path around the shelter where the distance from the kerb to the property line is narrow may require variations in bus shelter designs.

- **Placement of shelters must allow for this.**

5. Passing areas

- As set out in AS1428.2, for two wheelchairs to pass each other, a section of path 1800mm wide and 2000mm long is required every 6m. Therefore when more than one bus shelter is provided at a bus stop, a passing area must be provided between them.

- **Placement of shelters must allow for this.**

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6. Shared paths

- Shared paths where pedestrian and bicycles pass each other can present a safety hazard when the pathway is not wide enough or where sight lines are obstructed. Bus shelters further obstruct the sight line of pedestrians stepping out from behind a shelter into a shared cycleway. An appropriate 'effective' path width free from all fixtures and structures must be provided.

- **Placement of shelters must allow for this.**

7. Bus shelters

- The bus shelter location shall not obstruct the footpath, boarding point, manoeuvring area or passing spaces as described above. It must not obstruct clear sight lines to maximise personal safety and allow effective bus pick up (passengers shall be able to easily see and hail approaching bus, and bus drivers shall be able to see passengers waiting for the bus).
- Bus shelters shall be installed on a hardstand that is level and firm with a gradient no steeper than 1 in 40, or 1 in 33 where the surface is bitumen.
- The shelter design shall incorporate allocated wheelchair areas of 1300mm x 800mm.
- Shelter side panels shall extend to the ground; if a gap between the advertising/non-advertising panel and the ground is necessary, this shall be minimised to the extent achievable but the gap shall be no more than 300mm. This is important to alert cane users to the presence of the structure in time to avoid it.
- Provide visual indicators on clear glass panels as stated in AS 1428.1 "frameless or fully glazed panels capable of being mistaken for a doorway or opening where there is no chair rail, handrail or transom should be clearly marked for the full width with a contrasting line not less than 75mm wide at a height between 900mm and 1000mm above the plane of the finished floor".
- Provide high luminance contrast framing on bus shelter structures of 30% luminance contrast with the background particularly for shelters situated against the building line.
- If internal lighting is provided in a bus stop shelter it should conform to minimum levels of maintenance illumination. 150 Lx is considered to be the minimum lighting level necessary for lip readers.

- **Design specifications of shelters must allow for this.**

8. Seating in Shelters

- Suppliers should refer to section 7.2 of the DSAPT which outlines the minimum requirements for available seating sufficient to accommodate people with a disability including wheelchair users. Minimum size for an allocated (wheelchair) space is 800mm x 1300mm. Suppliers are also referred to the AHRC Guideline specifically section 5.10 and 5.11 on "Providing allocated spaces for wheelchair users at a bus stop".
- Seating should meet relevant Australian Standards including AS1428.2 - 1993 requirements in respect to seat/bench height, depth and any arm rest details. Seat heights are generally 420mm – 520mm high and preferably provide arm rests.
- Seating must not intrude into the manoeuvring space required at a boarding point or an access path within a shelter. Sufficient clear width of 1650mm must be provided in front of a seat so that a wheelchair user can safely pass when a person is sitting on the seat. This incorporates 1200mm access path + 450mm space for a seated person's legs.

- **Shelter structures (where provided) must not obstruct the access path or walkways.**

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Appendix D Centre Specific Improvements									
						Cost			
Reference Number	Reference	Relevant Suburb	Description of works	Purpose / Benefit	Estimated Cost	Priority	Growth Apportionment	Apportioned Cost	
1	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Croydon	Prioritised Walking Link in accordance with PRCUTS guidelines (generous footpaths, seating, landscaping and priority over other modes at intersections) - Croydon Road between Parramatta Road and Elizabeth Street	Modal transfer, safety	1,300,000	High	28%	$364,000	
2	Parramatta Road Corridor Urban Transformation Strategy	Croydon	Croydon Road and Parramatta Road - In collaboration with TfNSW reconfigure traffic signals to provide pedestrian leg on eastern side of intersection and increased time for north/south access	Improved pedestrian access	200,000	High	28%	$56,000	
3	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Leichhardt	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, shade and weather protection, seating, landscaping and priority over other modes at intersections) - Parramatta Road between Renwick Street and Catherine Street	Modal transfer, safety	425,000	High	35%	$148,750	
4	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Leichhardt	Prioritised walking/cycling link in accordance with PRCUTS guidelines (generous footpaths, shade and weather protection, seating, landscaping, low speed limits, reduced lane widths, priority over other modes at intersections) - Norton Street between Marion Street and Parramatta Road	Modal transfer, safety	1,200,000	High	35%	$420,000	
5	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Leichhardt	Balmain Road/Parramatta Road – In collaboration with TfNSW, undertake an operational and layout review of the signalised intersection to provide a pedestrian leg on eastern side	Improved pedestrian access	200,000	Medium	35%	$70,000	
6	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Leichhardt	Walking/cycling link - Dot Lane between Norton Street and Hay Street	Modal transfer, safety	100,000	High	35%	$35,000	
7	Gap analysis	Leichhardt	Upgrade paths and boarding area of bus stops on Parramatta Road in accordance with the Guideline for Promoting Compliance of Bus Stops with the Disability Standards for Accessible Public Transport 2002 (AHRC)	Modal transfer, safety, inclusive access	500,000	High	35%	$175,000	
8	Parramatta Road Corridor Urban Transformation Strategy	Croydon	Improved walking infrastucture - Byron Street Croydon	Modal transfer, safety	90,000	High	28%	$25,200	

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Appendix D Centre Specific Improvements						Cost			
	Reference Number	Reference	Relevant Suburb	Description of works	Purpose / Benefit	Estimated Cost	Priority	Growth Apportionment	Apportioned Cost
Parramatta Road Corridor	9	Parramatta Road Corridor Urban Transformation Strategy	Croydon	Improved walking infrastucture - Scott Street Croydon	Modal transfer, safety	100,000	High	28%	$28,000
	10	Parramatta Road Corridor Urban Transformation Infrastructure Schedule / Greenway Masterplan	Leichhardt	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, seating, landscaping and priority over other modes at intersections) - Lords Road between light rail line and Flood Street	Modal transfer, safety	400,000	High	35%	$140,000
	11	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Petersham	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, seating, landscaping and priority over other modes at intersections) - Carrington Street / Thomas St between Parramatta Road and Lewisham Station	Modal transfer, safety	360,000	High	37%	$133,200
	12	Gap Analysis	Croydon	Electric vehicle charging facility - Lang St carpark (Centenary Park)	Vehicle demand	15,000	High	28%	$4,200
	13	Ashfield Traffic Managem	Croydon	Bay Street - entry threshold treatment at Croydon Roadnand raised speed table over intersection with Byron Street.	Traffic management, safety	100,000	High	28%	$28,000
	14	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Leichhardt	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, seating, landscaping and priority over other modes at intersections) - Tebbutt Street between Parramatta Road and Lords Road	Modal transfer, safety	440,000	High	35%	$154,000
	15	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Leichhardt	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, shade and weather protection, seating, landscaping and priority over other modes at intersections) - Parramatta Road between Tebbutt Street and Carrington Street	Modal transfer, safety	115,000	High	35%	$40,250
	16	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Camperdown	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, shade and weather protection, seating, landscaping and priority over other modes at intersections) - Parramatta Road between Johnston's Creek and Mallet Street	Modal transfer, safety	410,000	High	6%	$24,600
	17	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Camperdown	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, shade and weather protection, seating, landscaping and priority over other modes at intersections) - Pyrmont Bridge Road between Parramatta Road and Booth Street	Modal transfer, safety	600,000	High	6%	$36,000
	18	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Camperdown	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, seating, landscaping and priority over other modes at intersections) - Gordon Street between Parramatta Road and Water Street	Modal transfer, safety	57,000	High	6%	$3,420

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Appendix D Centre Specific Improvements					Cost				
Reference Number	Reference	Relevant Suburb	Description of works	Purpose / Benefit	Estimated Cost	Priority	Growth Apportionment	Apportioned Cost	
19	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Camperdown	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, seating, landscaping and priority over other modes at intersections) - Australia Street between Parramatta Road and Derby Street	Modal transfer, safety	275,000	High	6%	$16,500	
20	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Camperdown	Prioritised Walking Link in accordance with PRCUTS guidelines (generous footpaths, shade and weather protection, seating, landscaping and priority over other modes at intersections) - Booth Street / Mallett Street between Guihen Street and Fowler Street	Modal transfer, safety	500,000	High	6%	$30,000	
21	Parramatta Road Corridor Urban Transformation Strategy	Croydon	Iron Cove link (stage 1) - Walking/cycling path along Iron Cove Creek on council owned land (Lot 61 DP 1220258) between Parramatta Rd and Church Street	Modal transfer, safety	430,000	High	28%	$120,400	
22	Parramatta Road Corridor Urban Transformation Strategy	Croydon	Iron Cove link (stage 2) - Walking/cycling path along Iron Cove Creek on Sydney Water land between Church Street and John St and link to Croydon Rd at Centenary Park	Modal transfer, safety	385,000	High	28%	$107,800	
23	Parramatta Road Corridor Urban Transformation Strategy	Croydon	Iron Cove link (stage 3) - Cycling link between stage 2 link and Elizabeth Street (low speed limits, reduced lane widths, priority over other motorists at intersections) - Croydon Road between Elizabeth Street and John Street	Modal transfer, safety	1,450,000	High	28%	$406,000	
24	Ashfield Traffic Management Strategy	Ashfield	In collaboration with TfNSW, undertake an operational and layout review of the signalised intersection Parramatta Rd and Bland Street providing pedestrian leg on eastern side	Improved pedestrian access	20,000	High	19%	$3,800	
25	Gap analysis	Camperdown	In collaboration with TfNSW, install bicycle/pedestrian leg on eastern side of Parramatta Road at Denison St/Pyrmont Bridge Rd Camperdown	Improved pedestrian access	200,000	High	6%	$12,000	
26	Gap analysis	Croydon	In collaboration with TfNSW, install pedestrian leg on eastern side of Parramatta Road at Croydon Rd Croydon	Improved pedestrian access	200,000	High	28%	$56,000	
27	Gap analysis	Petersham	In collaboration with TfNSW, install pedestrian leg on eastern side of Parramatta Road at Crystal St	Improved pedestrian access	200,000	Medium	37%	$74,000	
28	Gap analysis	Leichhardt	In collaboration with TfNSW, install pedestrian leg on Parramatta Road at Norton St, eastern side	Improved pedestrian access	200,000	High	35%	$70,000	

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Appendix D Centre Specific Improvements										
	Reference Number	Reference	Relevant Suburb	Description of works	Purpose / Benefit	Cost Estimated Cost	Priority	Growth Apportionment	Apportioned Cost	
	29	Parramatta Road UAIP Public Domain Masterplan	Camperdown	Walking/cycling link connecting McCarthy Lane with Parramatta Road with bridge across Johnston's Creek and via Cahill Lane and Mathieson Street	Modal transfer, safety	6,200,000		6%	$372,000	
	30	Parramatta Road Corridor Urban Transformation Strategy	Croydon	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, seating, landscaping and priority over other modes at intersections) - Lang Street Croydon (eastern side)	Modal transfer, safety	60,000	High	28%	$16,800	
	31	Parramatta Road Corridor Urban Transformation Strategy	Petersham	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, seating, landscaping and priority over other modes at intersections - West St and Flood St Petersham/Leichhardt	Modal transfer, safety	500,000	High	37%	$185,000	
	32	Parramatta Road Corridor Urban Transformation Strategy	Leichhardt	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, seating, landscaping and priority over other modes at intersections) - Tebbut Street between Parramatta Rd and Lords Rd	Modal transfer, safety	430,000	High	35%	$150,500	
Leichhardt	33	Gap analysis	Leichhardt	Electric vehicle charging facility - Hay Street carpark	Vehicle demand	15,000	High	35%	$5,250	
	34	Gap analysis	Leichhardt	Electric vehicle charging facility - Marion Street carpark	Vehicle demand	15,000	High	35%	$5,250	
	35	Gap analysis	Leichhardt	Electric vehicle charging facility - Renwick Street carpark	Vehicle demand	15,000	High	35%	$5,250	
	36	Gap analysis	Leichhardt	In collaboration with TfNSW, install pedestrian leg on Balmain Rd at Marion St/Leichhardt St on northern side	Improved pedestrian access	200,000	Medium	35%	$70,000	
	37	Gap analysis	Leichhardt	In collaboration with TfNSW, install pedestrian leg on Tebbutt St at Hathern St on northern side	Improved pedestrian access	200,000	High	35%	$70,000	
	38	Parramatta Road Corridor Urban Transformation Infrastructure Schedule	Leichhardt	Prioritised walking link in accordance with PRCUTS guidelines (generous footpaths, seating, landscaping and priority over other modes at intersections - Flood Street between Parramatta Road and Lords Road	Modal transfer, safety	460,000	High	35%	$161,000	
	39	Kegworth Public School Road Safety Audit	Leichhardt	Mid-block raised pedestrian crossing in Lords Road for pedestrian desire line through Lambert Park.	Modal transfer, safety	70,000	High	35%	$24,500	
	40	Kegworth Public School Road Safety Audit	Haberfield	Raised pedestrian crossing on Hawthorne Parade at Lord Street	Modal transfer, safety	70,000	Medium	14%	$9,800	
	41	Kegworth Public School Road Safety Audit	Leichhardt	Raised pedestrian crossing at Lords Rd and Kegworth St to access Greenway	Modal transfer, safety	70,000	Medium	35%	$24,500	

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Appendix D Centre Specific Improvements							Cost		
	Reference Number	Reference	Relevant Suburb	Description of works	Purpose / Benefit	Estimated Cost	Priority	Growth Apportionment	Apportioned Cost	
	42	Gap analysis	Leichhardt	Signalised pedestrian crossing - Darley Road between Allen St and Lyall St in alignmentline with light rail crossing	Improved pedestrian access	200,000	Medium	35%	$70,000	
Dulwich Hill										
	43	Ashfield Traffic Management Strategy / Greenway Masterplan	Summer Hill	Signalise the Edward Street/ Old Canterbury Road / Weston Street intersection	Traffic management, safety	500,000	Medium	12%	$60,000	
	44	Dulwich Hill Station Detailed Master Plan	Dulwich Hill	Gateway threshold treatment - Wardell Road - Ewart Street	Traffic management, safety	1,071,455	High	24%	$257,149	
	45	Dulwich Hill Public School Road Safety Audit	Dulwich Hill	Constitution Road - Continue footpath to provide a direct link with the ramp to rail crossing with an appropriate tie in with the service driveway to Johnson Park	Modal transfer, safety	16,400	Medium	24%	$3,936	
	46	Dulwich Hill Public School Road Safety Audit	Dulwich Hill	Provide missing footpath along Hercules Street, between Terrace Road and the RailCorp driveway point (adjacent to 101 Hercules Street).	Modal transfer, safety	41,100	Medium	24%	$9,864	
	48	Marrickville East Masterplan	Marrickville	Cycling and streetscape improvements - Marrickville Rd and Railway Pde between Meeks Rd and Gleeson Ave at Sydenham Station	Modal transfer, safety	$4,091,118	Medium	27%	$1,104,602	
	49	Gap Analysis	Marrickville	Electric vehicle charging facility - Garners Ave carpark	Vehicle demand	15,000	High	27%	$4,050	
	50	Gap Analysis	Marrickville	Electric vehicle charging facility - Frampton Ave east carpark	Vehicle demand	15,000	High	27%	$4,050	
	51	Gap Analysis	Marrickville	Electric vehicle charging facility - Frampton Ave west carpark	Vehicle demand	15,000	High	27%	$4,050	
	52	Gap Analysis	Marrickville	Electric vehicle charging facility - Henson Park carpark	Vehicle demand	15,000	High	27%	$4,050	
	53	Gap Analysis	Marrickville	Electric vehicle charging facility - Marrickville library (new) carpark	Vehicle demand	15,000	High	27%	$4,050	
	54	Gap Analysis	Marrickville	Electric vehicle charging facility - Marrickville library (old) carpark	Vehicle demand	15,000	High	27%	$4,050	
	55	Gap Analysis	Marrickville	Electric vehicle charging facility - Calvert Street carpark	Vehicle demand	15,000	High	27%	$4,050	
	56	Gap Analysis	Marrickville	Electric vehicle charging facility - Debbie and Abbey Borgia Recreation Centre carpark, Thornley Street	Vehicle demand	15,000	High	27%	$4,050	
	57	Gap Analysis	Marrickville	Electric vehicle charging facility - carpark at Steel Park Waterplay Park	Vehicle demand	15,000	High	27%	$4,050	

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Appendix D Centre Specific Improvements								Cost		
	Reference Number	Reference	Relevant Suburb	Description of works	Purpose / Benefit	Estimated Cost	Priority	Growth Apportionment	Apportioned Cost	
Marrickville	58	Gap Analysis	Marrickville	Upgrade paths and boarding area of bus stops serving Marrickville Road between Victoria Rd and Petersham St in accordance with the Guideline for Promoting Compliance of Bus Stops with the Disability Standards for Accessible Public Transport 2002 (AHRC)	Modal transfer, safety, inclusive access	350,000	Medium	27%	$94,500	
	59	Gap Analysis	Marrickville	Upgrade paths and boarding area of bus stops serving Marrickville Road between Victoria Rd and Petersham St in accordance with the Guideline for Promoting Compliance of Bus Stops with the Disability Standards for Accessible Public Transport 2002 (AHRC)	Modal transfer, safety, inclusive access	100,000	Medium	27%	$27,000	
	60	Gap Analysis	Marrickville	In collaboration with TfNSW, install pedestrian leg on Illawarra Rd at Petersham Street, southern side	Improved pedestrian access	200,000	High	27%	$54,000	
	61	Marrickville South LATM	Marrickville	Station Street - Install Shared Zone commencing at Schwebel Street	Traffic management, safety	900,000	High	27%	$243,000	
	62	Marrickville Bicycle Strategy, Inner West Parks and Recreation Strategy (draft)	Marrickville	Cycleway - Illawarra Road, between Schwebel St and Marrickville Rd	Modal transfer, safety	1,375,000	High	27%	$371,250	
Ashfield	63	WestConnex Local Area Improvement Strategy	Ashfield	John Street - closure restricting traffic from Frederick Street	Traffic management, safety	250,000	High	19%	$47,500	
	64	WestConnex Local Area Improvement Strategy	Ashfield	Henry Street - road closure restricting traffic from Frederick Street	Traffic management, safety	250,000	Medium	19%	$47,500	
	65	WestConnex Local Area Improvement Strategy	Ashfield	Ormond Street - road closure restricting traffic from Parramatta Road	Traffic management, safety	250,000	Medium	19%	$47,500	
	66	WestConnex Local Area Improvement Strategy	Ashfield	Bland St between Elizabeth St and Parramatta Rd- integrated traffic calming (3) and intersection modifications (4)	Traffic management, safety	4,100,000	High	19%	$779,000	
	67	Gap analysis	Ashfield	Raised pedestrian crossing - Elizabeth St at Alt St	Improved pedestrian access	70,000	High	19%	$13,300	
	68	Gap Analysis	Ashfield	Electric vehicle charging facility - Ashfield Pool (west) carpark	Vehicle demand	15,000	High	19%	$2,850	

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Appendix D Centre Specific Improvements									
							Cost		
Reference Number	Reference	Relevant Suburb	Description of works	Purpose / Benefit	Estimated Cost	Priority	Growth Apportionment	Apportioned Cost	
69	Gap Analysis	Ashfield	Electric vehicle charging facility - Ashfield Pool (east) carpark	Vehicle demand	15,000	High	19%	$2,850	
70	Gap Analysis	Ashfield	Electric vehicle charging facility - Brown Street carpark	Vehicle demand	15,000	High	19%	$2,850	
71	Ashfield Public Domain Strategy - Priority upgrade	Ashfield	Gateway threshold treatment at Thomas St and Liverpool Road	Traffic management, safety	300,000	High	19%	$57,000	
72	Gap analysis	Rozelle	Raised zebra crossing - Robert St and Buchannan St (port access road)	Traffic management, safety	80,000	Medium	39%	$31,200	
73	Gap Analysis	Rozelle	Formalise existing car park at King George Park	Traffic management, safety	500,000	Low	39%	$195,000	
74	Gap Analysis / Draft Bays	Rozelle	Lilyfield Rd at Easton Park / Denison St - raised pedestrian/bicycle crossing providing access between Rozelle Parklands and Rozelle/Lilyfield	Traffic management, safety	80,000	Medium	39%	$31,200	
75	Gap Analysis	Rozelle	Robert St / Buchanan St - reconfigure intersection to provide improved efficiency and safety for pedestrians, cyclists and motorists	Traffic management, safety	200,000	Medium	39%	$78,000	
76	Gap Analysis	Rozelle	Robert St / Mullens St - signalise and reconfigure intersection to provide improved efficiency and safety for pedestrians, cyclists and motorists	Traffic management, safety	1,000,000	Medium	39%	$390,000	
77	Gap Analysis	Rozelle	Electric vehicle charging facility - Merton Street carpark	Vehicle demand	15,000	Medium	39%	$5,850	
78	Gap Analysis	Rozelle	Electric vehicle charging facility - Hamilton Street carpark	Vehicle demand	15,000	Medium	39%	$5,850	
79	Gap Analysis	Rozelle	In collaboration with TfNSW, install pedestrian leg on Victoria Road at Gordon Street, eastern side	Improved pedestrian access	200,000	Medium	39%	$78,000	
80	Gap Analysis	Rozelle	In collaboration with TfNSW, install pedestrian leg on Victoria Road at Robert Street, eastern side	Improved pedestrian access	200,000	Medium	39%	$78,000	
81	Gap Analysis	Rozelle	In collaboration with TfNSW, install pedestrian leg on Victoria Road at Evans Street, eastern side	Improved pedestrian access	200,000	Medium	39%	$78,000	

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Appendix D Centre Specific Improvements						Cost			
	Reference Number	Reference	Relevant Suburb	Description of works	Purpose / Benefit	Estimated Cost	Priority	Growth Apportionment	Apportioned Cost	
Rozelle - Bays Preci	82	Gap Analysis	Rozelle	Upgrade paths and boarding area of bus stops on Victoria Road Rozelle in accordance with the Guideline for Promoting Compliance of Bus Stops with the Disability Standards for Accessible Public Transport 2002 (AHRC)	Modal transfer, safety, inclusive access	350,000	Medium	39%	$136,500	
	83	Gap Analysis	Rozelle	Robert St between Mullens St and Buchanan St - Install footpath on southern side, adjacent to former power station/future metro station	Improved pedestrian access	2,000,000	Low	39%	$780,000	
	84	Draft Bays West Place Stra	Rozelle	Denison Street between Lilyfield Rd and Brockley St; Brockley St (all), Foucart/Padstow St between Brockley St and Balmain Rd - Active transport link (generous footpaths, seating, landscaping, low speed limits, reduced lane widths, priority over other motorists at intersections)	Modal transfer, safety	1,787,500	Low	39%	$697,125	
	85	Draft Bays West Place Stra	Lilyfield	Cecily Street - Active transport link (generous footpaths, seating, landscaping, low speed limits, reduced lane widths, priority over other motorists at intersections)	Modal transfer, safety	160,000	Low	17%	$27,200	
	86	Draft Bays West Place Stra	Lilyfield	Grove Street - Active transport link (generous footpaths, seating, landscaping, low speed limits, reduced lane widths, priority over other motorists at intersections)	Modal transfer, safety	1,212,500	Low	17%	$206,125	
									$0	
Petersham - Stanmore									$0	
	87	Gap Analysis	Stanmore	Electric vehicle charging facility - Charles Street carpark	Vehicle demand	15,000	Low	13%	$1,950	
	88	Gap Analysis	Petersham	Electric vehicle charging facility - Chester Street carpark	Vehicle demand	15,000	Low	37%	$5,550	
	89	Gap Analysis	Petersham	Electric vehicle charging facility - Crystal Street carpark	Vehicle demand	15,000	Low	37%	$5,550	
	90	Gap Analysis	Petersham	Electric vehicle charging facility - Queen Street carpark	Vehicle demand	15,000	Low	37%	$5,550	
	91	Gap Analysis	Petersham	Electric vehicle charging facility - Sadlier Crescent carpark	Vehicle demand	15,000	Low	37%	$5,550	

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Appendix D Centre Specific Improvements									
	Reference Number	Reference	Relevant Suburb	Description of works	Purpose / Benefit	Cost Estimated Cost	Priority	Growth Apportionment	Apportioned Cost
	92	Gap Analysis	Petersham	In collaboration with TfNSW, install pedestrian leg on Railway Tce at West Street, eastern side	Improved pedestrian access	250,000	Low	37%	$92,500
Other Areas in the LGA	93	Gap Analysis	Enmore	Electric vehicle charging facility - Edgeware Rd carpark Enmore	Vehicle demand	15,000		9%	$1,350
	94	Gap Analysis	Lilyfield	Electric vehicle charging facility - Leichhardt Park Aquatic Centre carpark	Vehicle demand	15,000	High	17%	$2,550
	95	Gap Analysis	Lilyfield	Brenan Street at Whites Creek - pedestrian/bicycle crossing linking Rozelle Parklands and Whites Creek active transport corridor	Modal transfer, safety	80,000	Medium	17%	$13,600
	96	Gap analysis	Balmain	Install traffic signals at Beattie St and Mullens St Balmain including pedestrian crossings on all approaches	Traffic management, safety	250,000	Low	5%	$12,500
	97	Gap Analysis	Newtown	Electric vehicle charging facility - Lennox Street carpark Newtown	Vehicle demand	15,000		8%	$1,200
	98	Gap analysis	Haberfield	Electric vehicle charging facility - Haberfield Library carpark	Vehicle demand	15,000	Low	14%	$2,100
	99	Gap analysis	Haberfield	Electric vehicle charging facility - carpark 69 Dalhousie Street	Vehicle demand	15,000	Low	14%	$2,100
	100	Gap analysis	Haberfield	Electric vehicle charging facility - Federation Place carpark, Gilles Ave	Vehicle demand	15,000	Low	14%	$2,100
	101	Gap analysis	Stanmore	Electric vehicle charging facility - carpark Temple Street Stanmore	Vehicle demand	15,000	Low	13%	$1,950
	102	Gap analysis	Balmain	Electric vehicle charging facility - Beattie Street carpark Balmain	Vehicle demand	15,000	Low	5%	$750
	103	Gap analysis	Camperdown	Electric vehicle charging facility - Hordern Place carpark Camperdown	Vehicle demand	15,000	Low	6%	$900
	104	Gap analysis	Summer Hill	Electric vehicle charging facility - Hardie Avenue carpark Summer Hill	Vehicle demand	15,000	Low	12%	$1,800
	105	Gap analysis	Tempe	Electric vehicle charging facility - Tempe Reserve carpark, Holbeach Ave Tempe	Vehicle demand	15,000	Low	9%	$1,350
	106	Lewisham West Public Domain Improvements / Greenway Masterplan	Lewisham	Shared zone/plaza in Hudson Street and removal of roundabout at light rail station. Signalised pedestrian crossing at Hudson and Old Canterbury Road and close Henry St at intersection with Old Canterbury Road.	Traffic management, safety	2,000,000	Medium	32%	$640,000
	107	Greenway Masterplan	Leichhardt	East/west walking/cycling connections to Greenway in Hawthorne Canal Precinct - Marion St (between Ramsay St and Foster St)	Modal transfer, safety	1,237,500	High	35%	$433,125
	108	Greenway Masterplan	Leichhardt	East/west walking/cycling connections to Greenway in Hawthorne Canal Precinct - Allen St (between Darley Rd and Flood St)	Modal transfer, safety	575,000		35%	$201,250
	109	Greenway Masterplan	Dulwich Hill	East/west walking/cycling connections to Greenway in Mills Precinct - Davis St (between Windsor Rd and Denison Rd)	Modal transfer, safety	800,000	High	24%	$192,000

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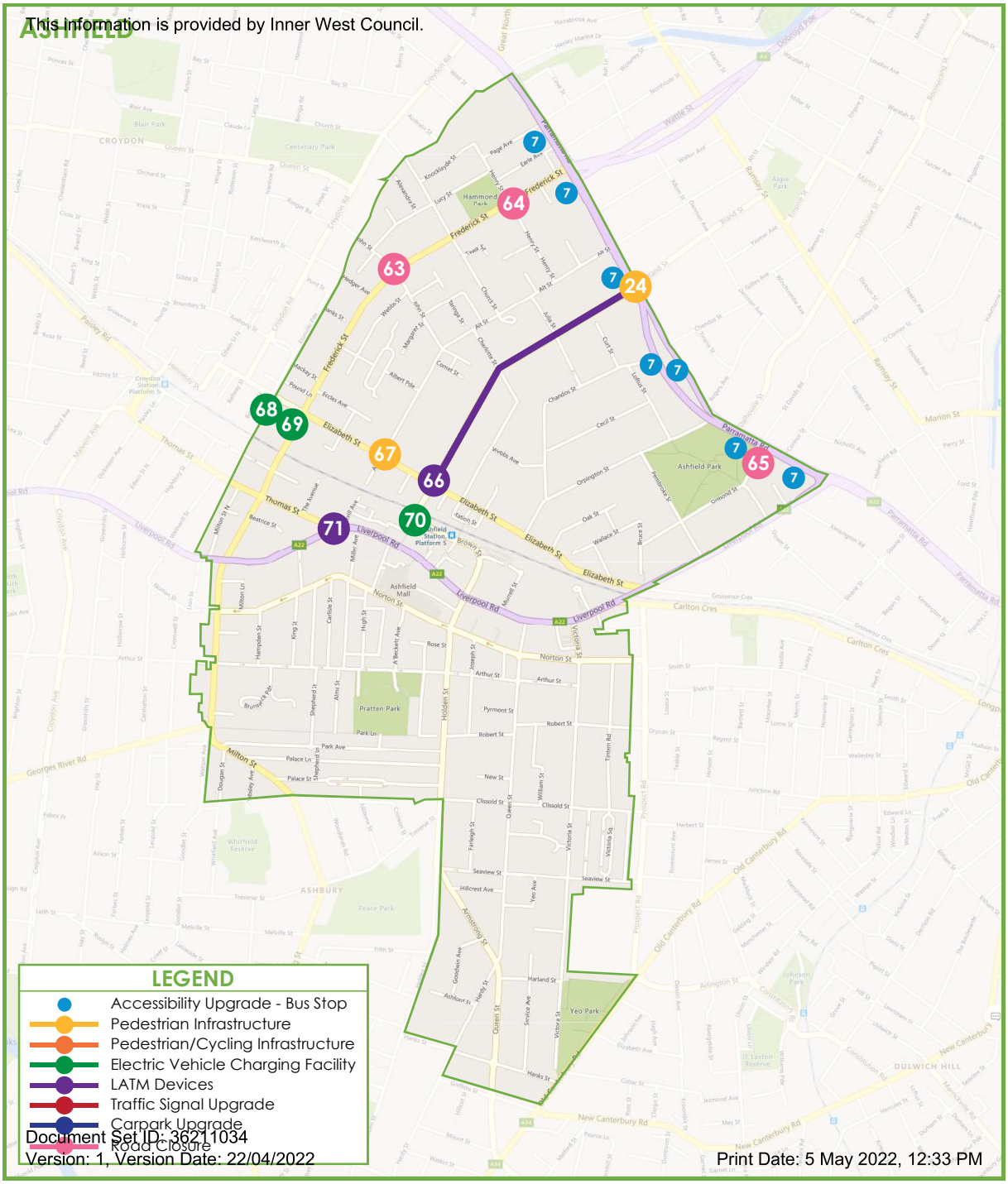
Appendix D Centre Specific Improvements					Cost				
Reference Number	Reference	Relevant Suburb	Description of works	Purpose / Benefit	Estimated Cost	Priority	Growth Apportionment	Apportioned Cost	
110	Greenway Masterplan	Dulwich Hill	East/west walking/cycling connections to Greenway in Dulwich Hill Parks Precinct - Constitution Rd (between Windsor Rd roundabout and Denison Rd)	Modal transfer, safety	975,000	High	24%	$234,000	
111	Greenway Masterplan	Dulwich Hill	East/west walking/cycling connections to Greenway in Dulwich Grove Precinct - Ewart Street between Terrace Rd and Ewart Lane beside rail corridor	Modal transfer, safety	300,500	High	24%	$72,120	
112	Integrated Transport Strategy / Sydney Green Grid	Leichhardt	Prioritised walking/cycling link - Whites Creek Lane between Moore/Booth Street and Albion St (landscaping, low speed limits, traffic calming, reduced lane widths)	Modal transfer, safety	2,500,000	Medium	35%	$875,000	
				SUM	$50,230,073		26%	$12,840,516	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ASHFIELD
LEGEND
Accessibility Upgrade - Bus Stop
Pedestrian Infrastructure
Pedestrian/Cycling Infrastructure
Electric Vehicle Charging Facility
LATM Devices
Traffic Signal Upgrade
Carpark Upgrade
Road Closure
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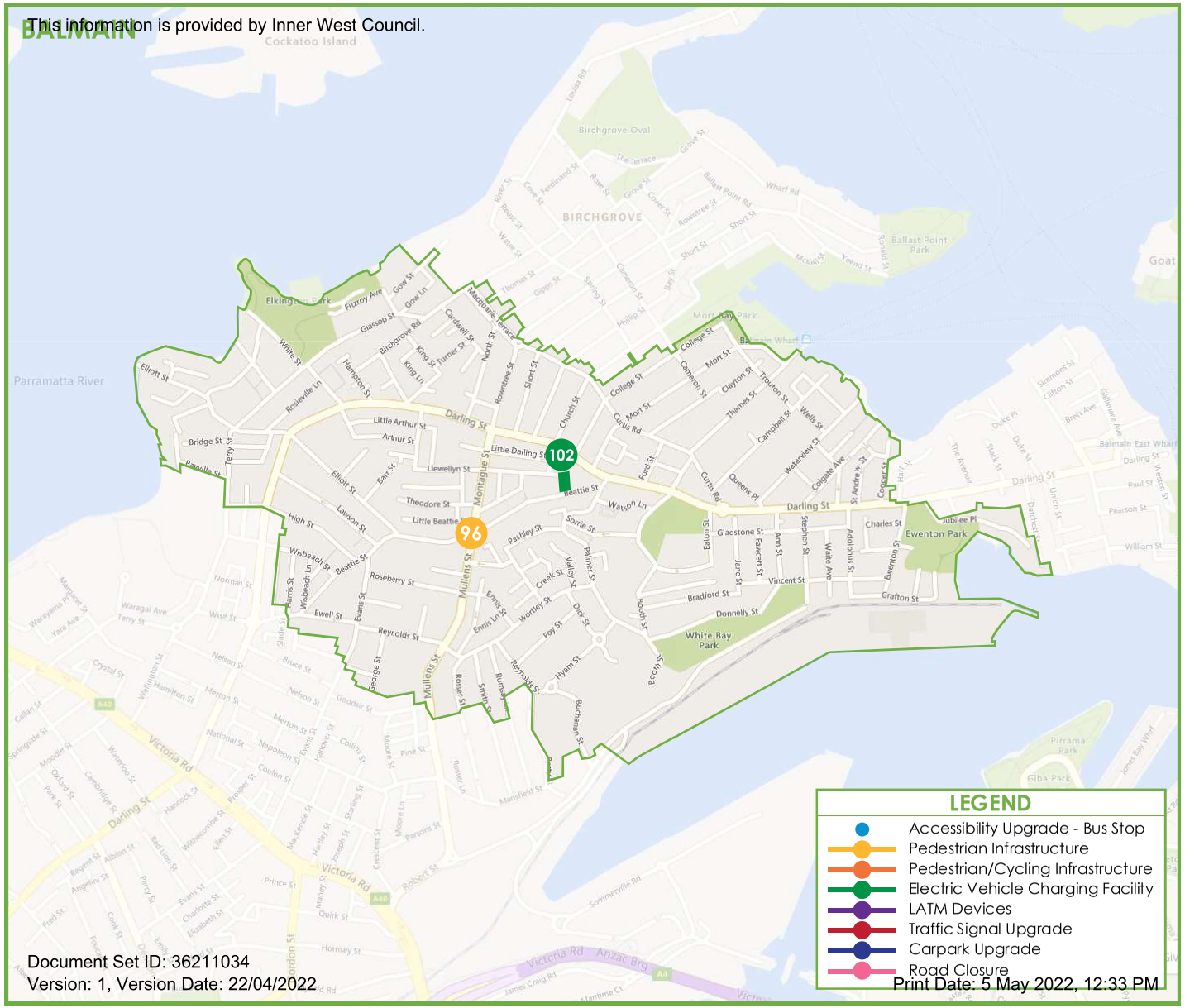

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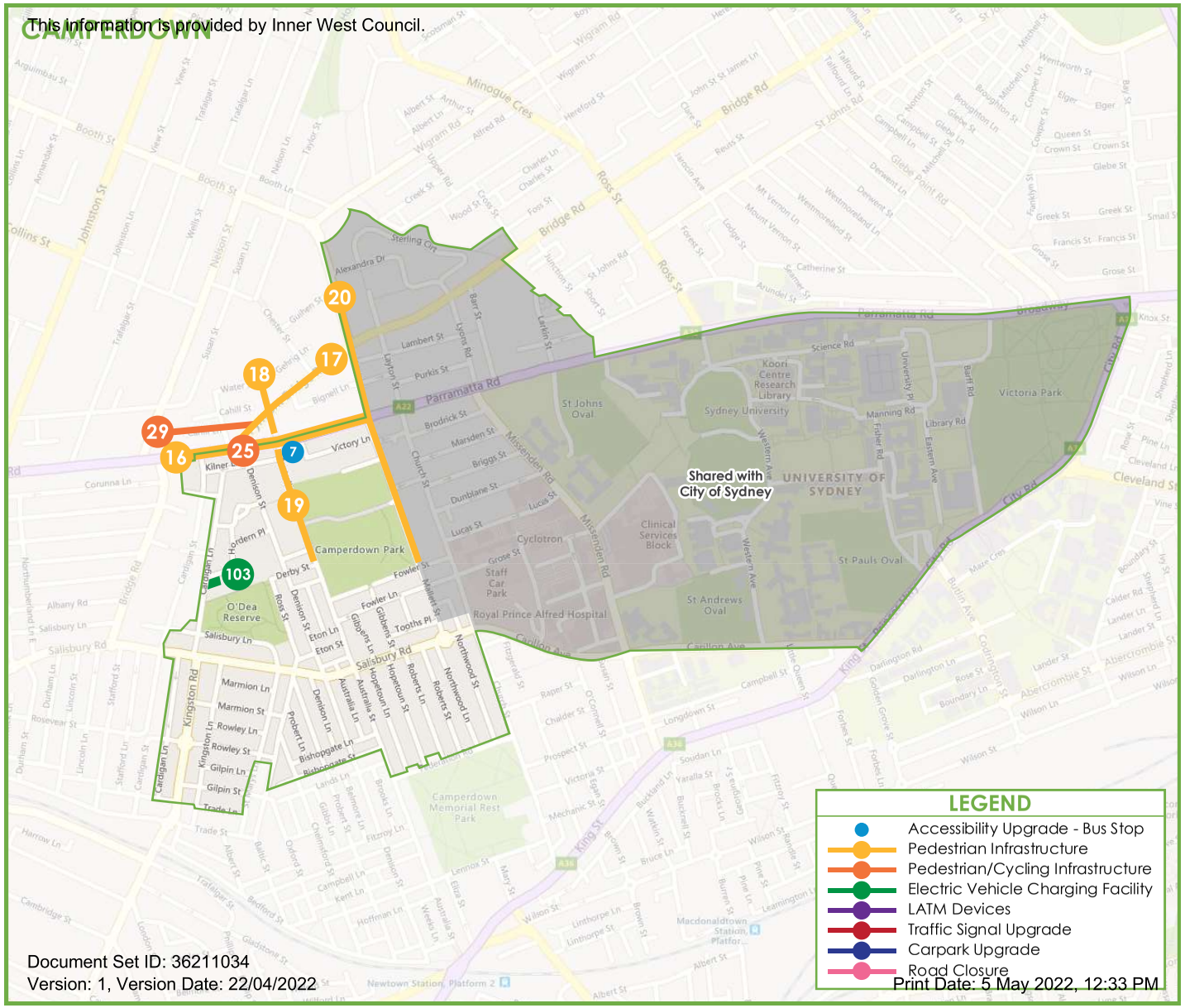
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CAMPERDOWN
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103
Shared with City of Sydney
UNIVERSITY OF SYDNEY
Parramatta Rd
Bridge Rd
Missenden Rd
Camperdown Park
Royal Prince Alfred Hospital
Victoria Park
Sydney University
St Johns Oval
St Pauls Oval
St Andrews Oval
Cyclotron
Clinical Services Block
Koori Centre Research Library
Staff Car Park
O'Dea Reserve
Camperdown Memorial Rest Park
LEGEND
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Pedestrian Infrastructure
Pedestrian/Cycling Infrastructure
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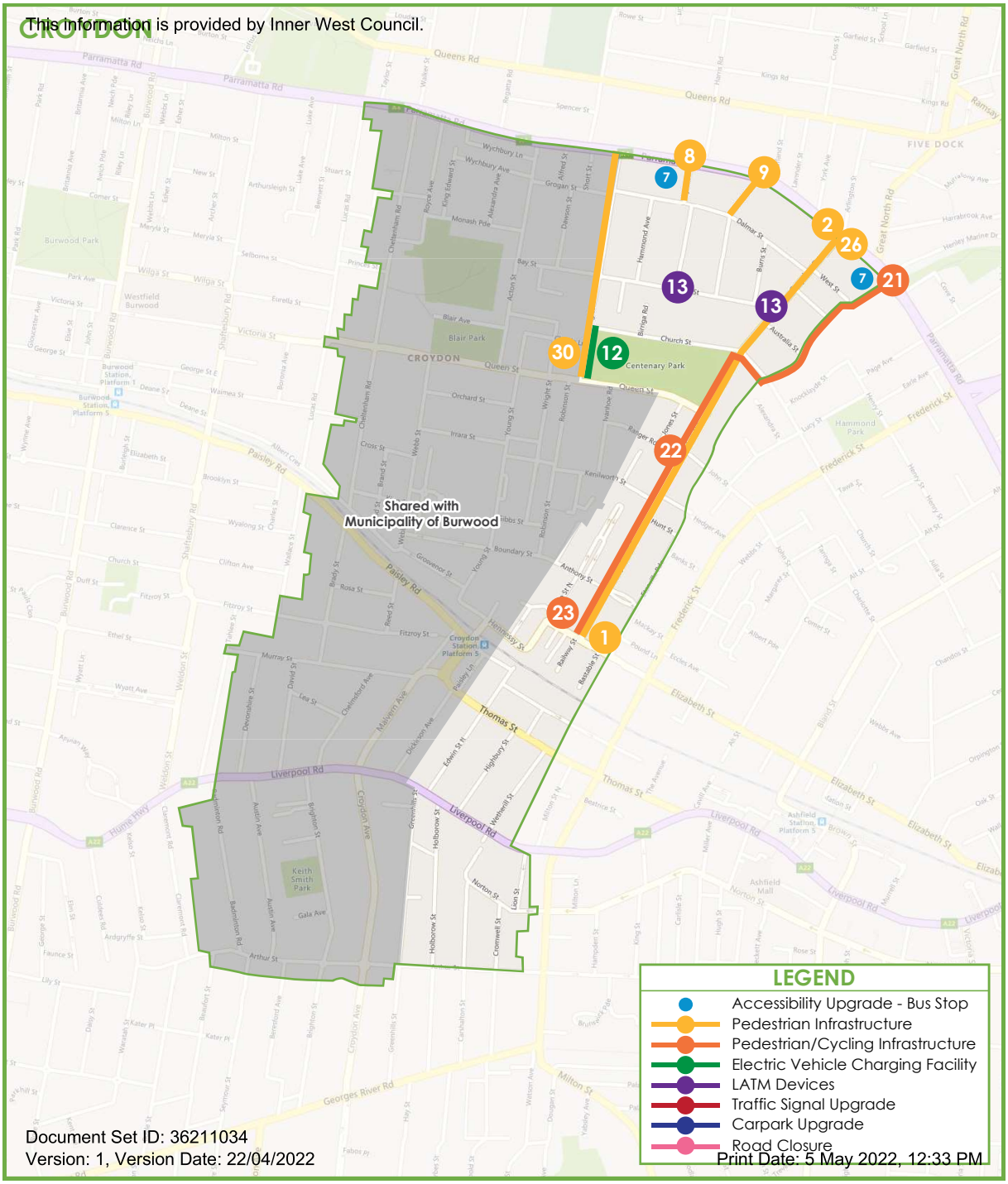
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Parramatta Rd
Queens Rd
FIVE DOCK
Great North Rd
Burwood Park
Westfield Burwood
Blair Park
Centenary Park
Shared with Municipality of Burwood
Paisley Rd
Liverpool Rd
Thomas St
Elizabeth St
Frederick St
Hammond Park
Keith Smith Park
Ashfield Mall
Georges River Rd
Milton St
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LEGEND
Accessibility Upgrade - Bus Stop
Pedestrian Infrastructure
Pedestrian/Cycling Infrastructure
Electric Vehicle Charging Facility
LATM Devices
Traffic Signal Upgrade
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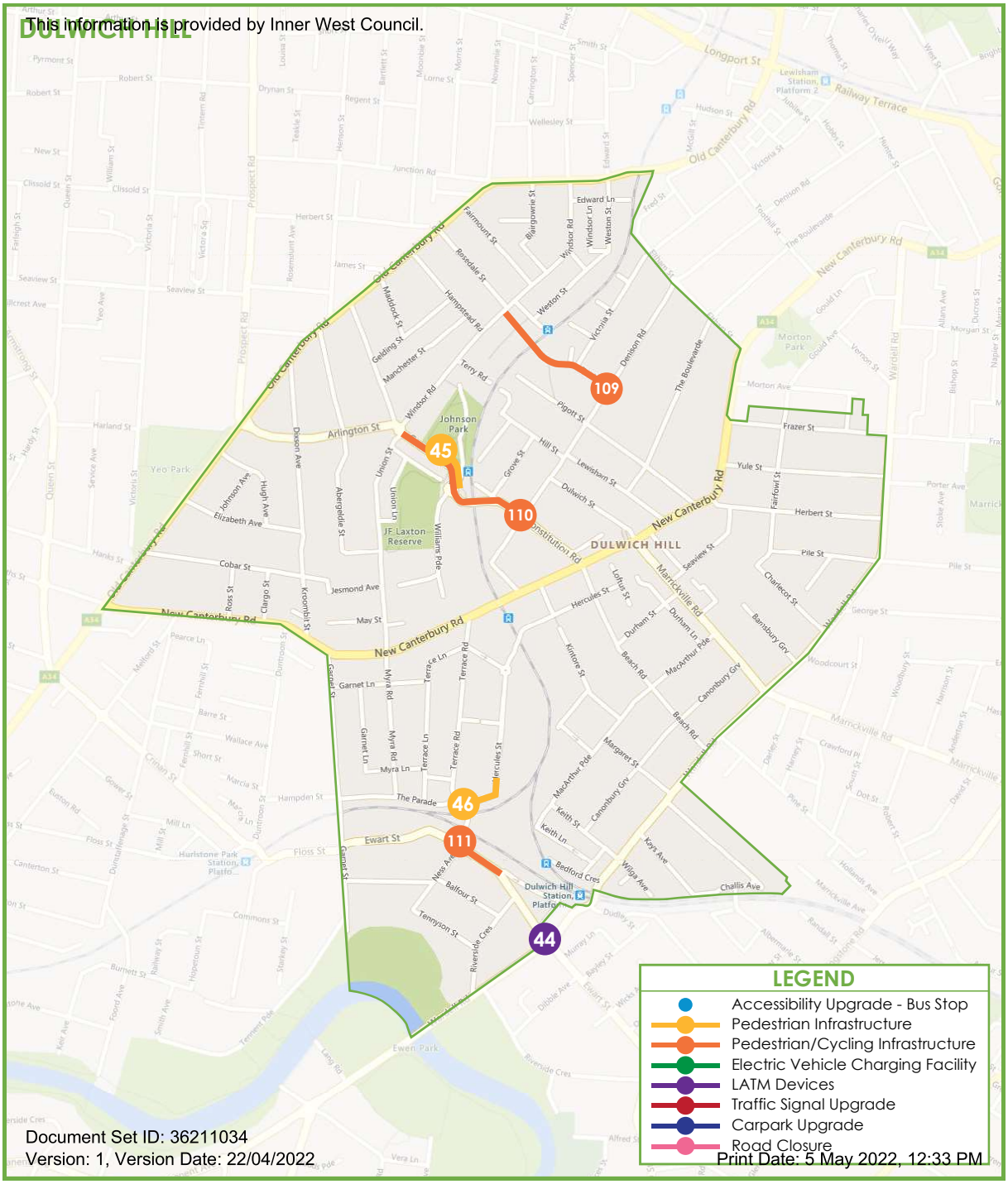

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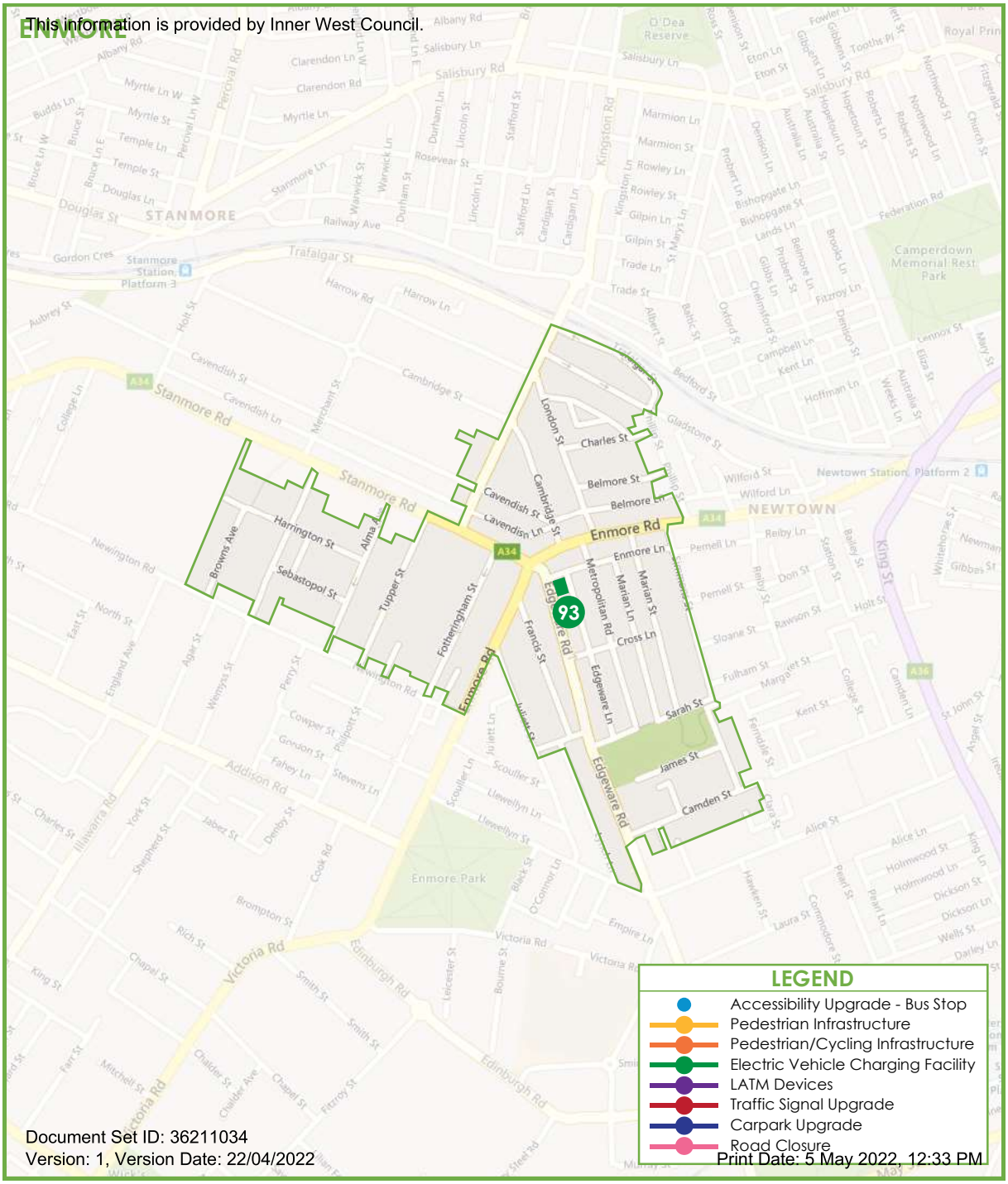

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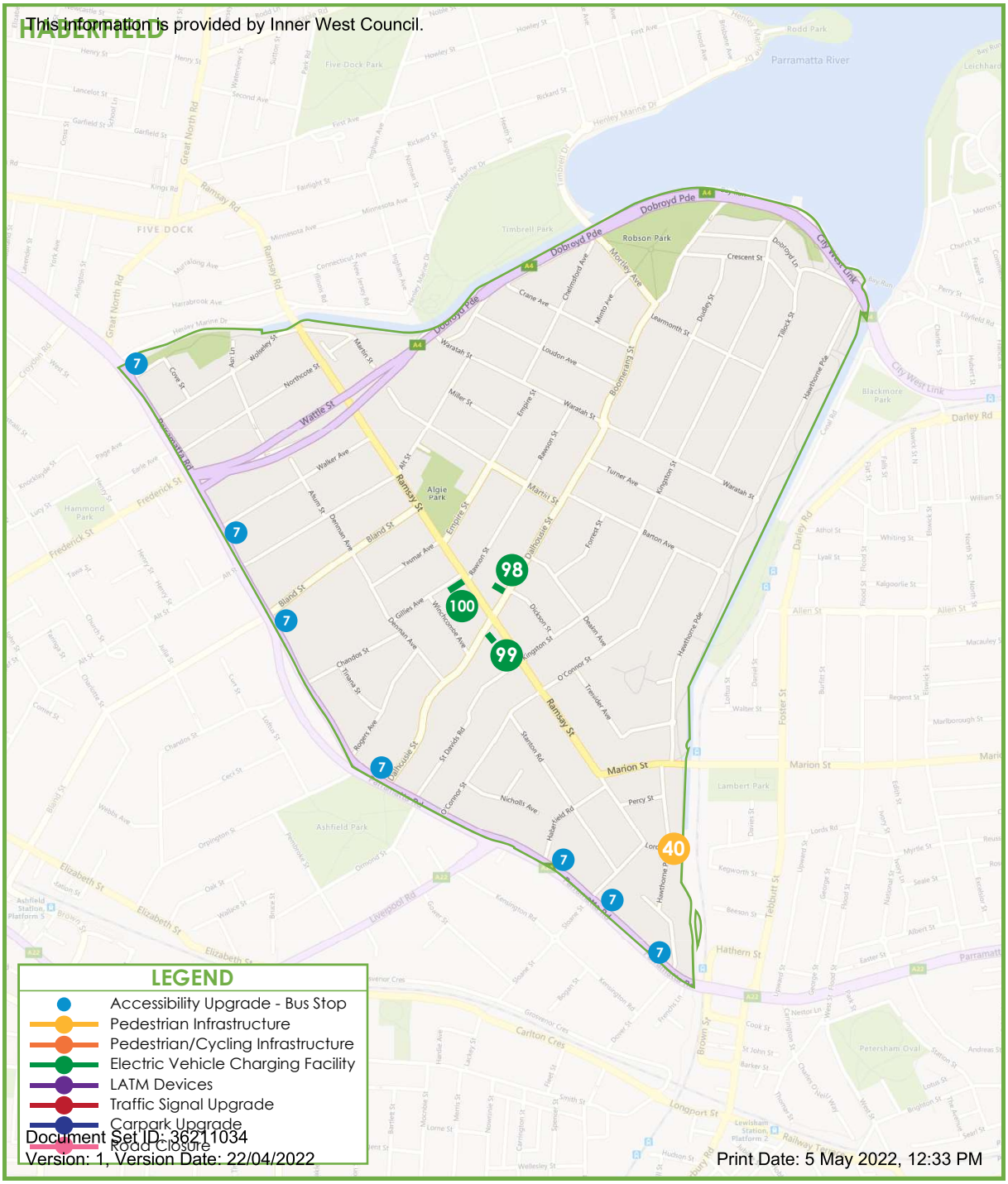

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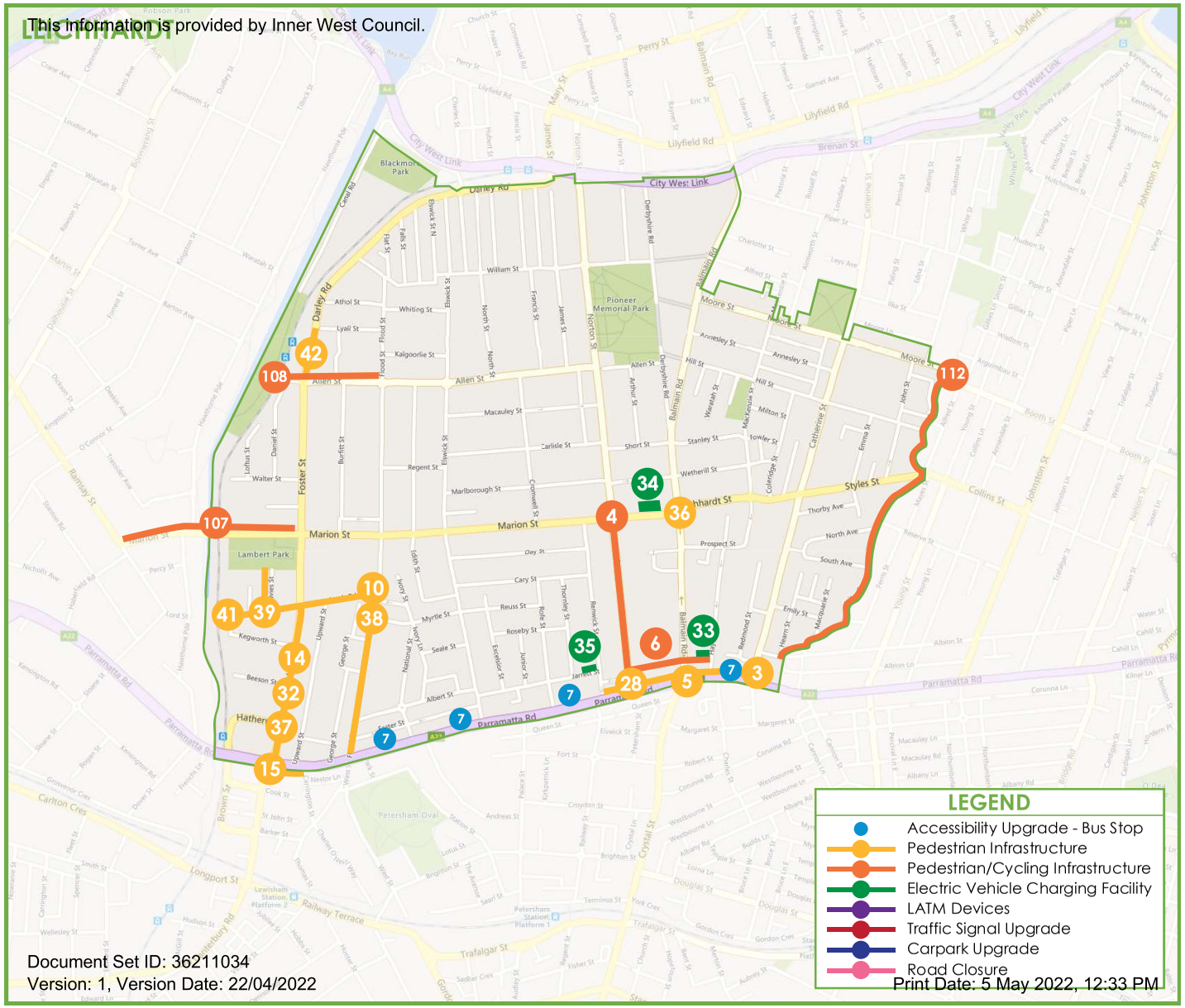
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LEICHHARDT
Darley Rd
City West Link
Lilyfield Rd
Balmain Rd
Parramatta Rd
Marion St
Allen St
Foster St
Norton St
Pioneer Memorial Park
Lambert Park
Petersham Oval
Styles St
Moore St
Collins St
Johnston St
Carlton Cres
Longport St
Railway Terrace
Trafalgar St
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LEGEND
Accessibility Upgrade - Bus Stop
Pedestrian Infrastructure
Pedestrian/Cycling Infrastructure
Electric Vehicle Charging Facility
LATM Devices
Traffic Signal Upgrade
Carpark Upgrade
Road Closure
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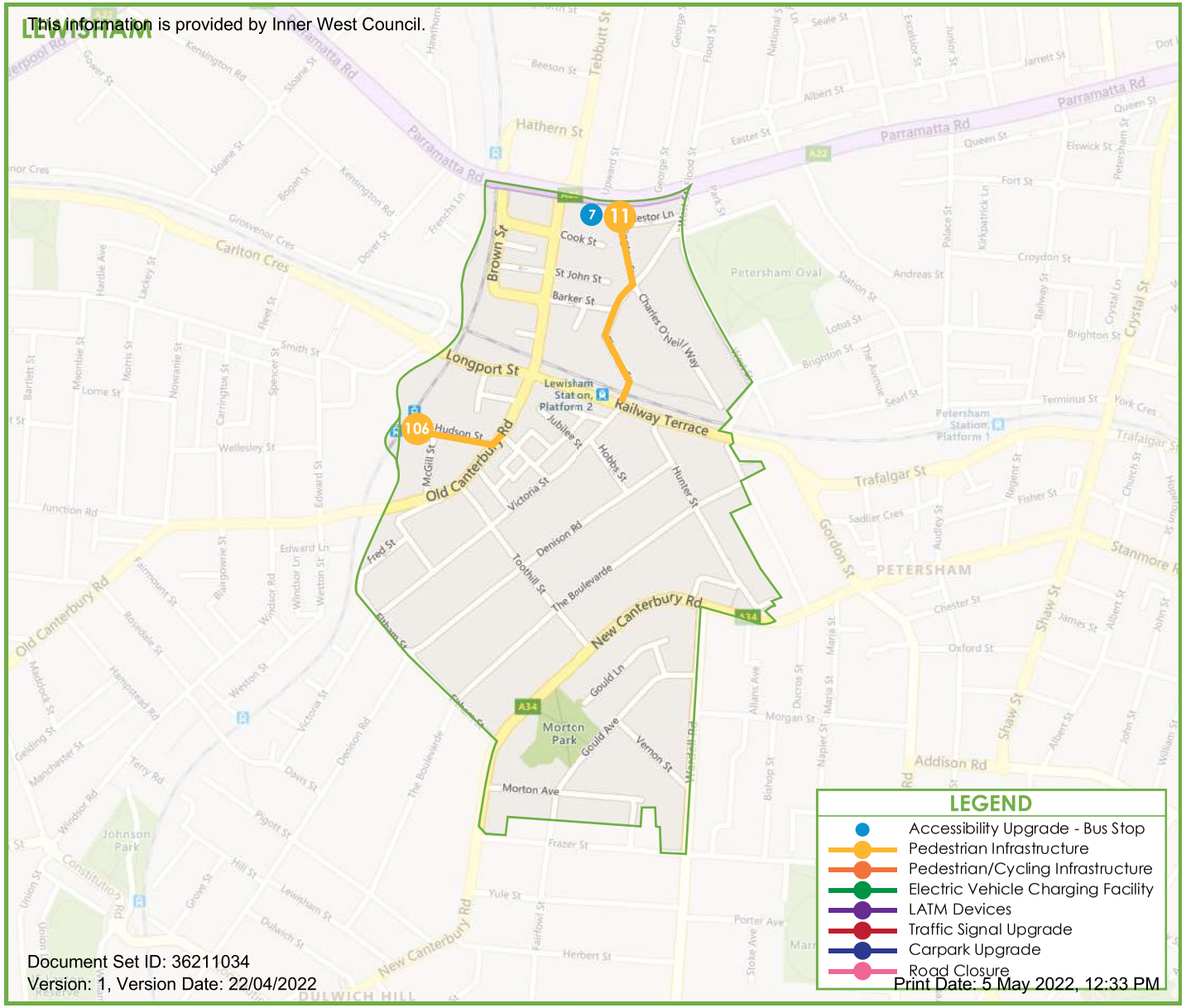
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Hathern St
Tebbutt St
Brown St
Cook St
St John St
Barker St
Charles O'Neill Way
Longport St
Lewisham Station, Platform 2
Railway Terrace
Petersham Oval
Petersham Station, Platform 1
Trafalgar St
PETERSHAM
Old Canterbury Rd
McGill St
Hudson St
Jubilee St
Hobbs St
Victoria St
Denison Rd
Toothill St
The Boulevarde
Fred St
Hunter St
New Canterbury Rd
Gould Ln
Gould Ave
Vernon St
Morton Park
Morton Ave
Addison Rd
Gordon St
Shaw St
Carlton Cres
Frazer St
Yule St
Herbert St
DULWICH HILL
LEGEND
Accessibility Upgrade - Bus Stop
Pedestrian Infrastructure
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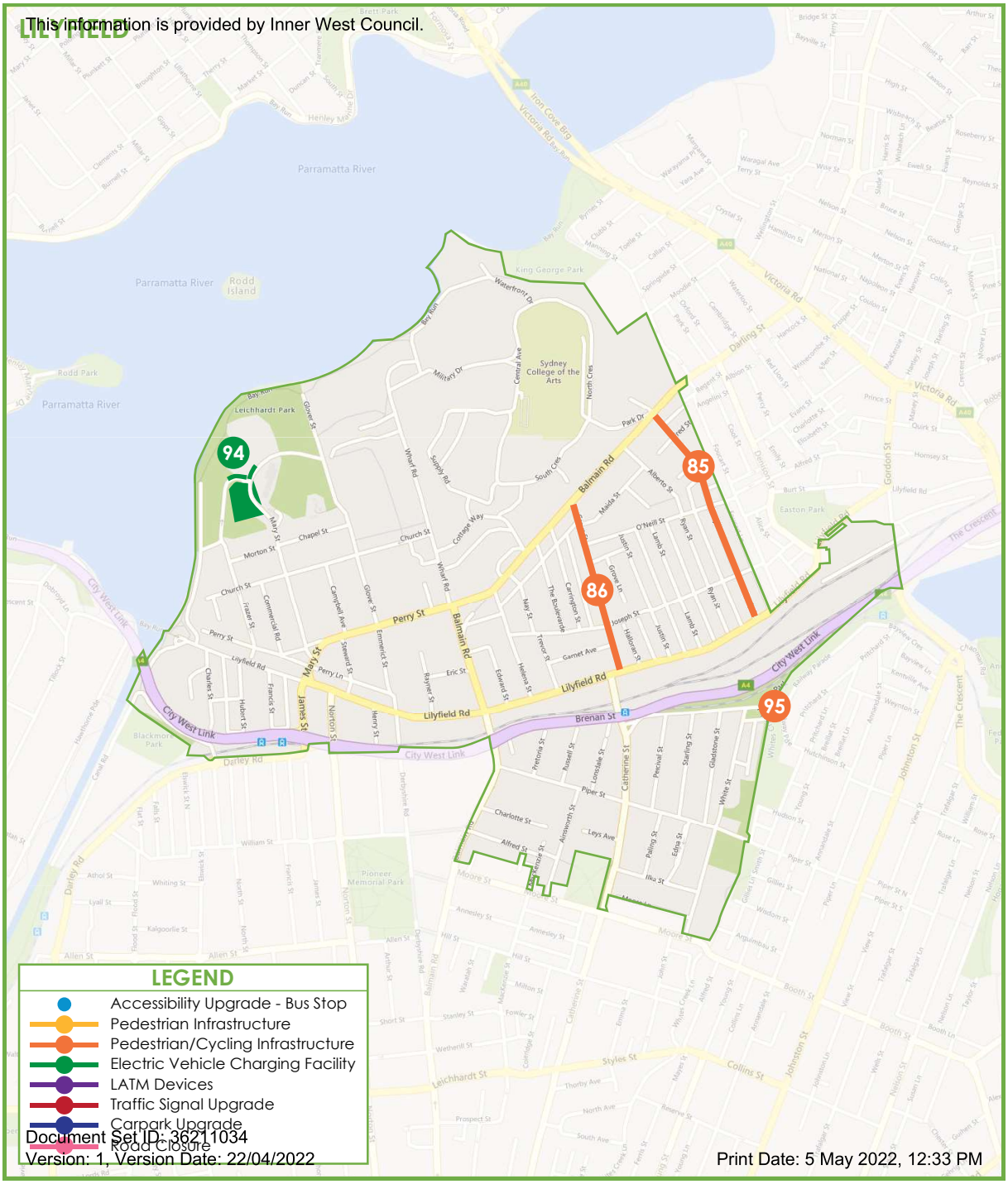

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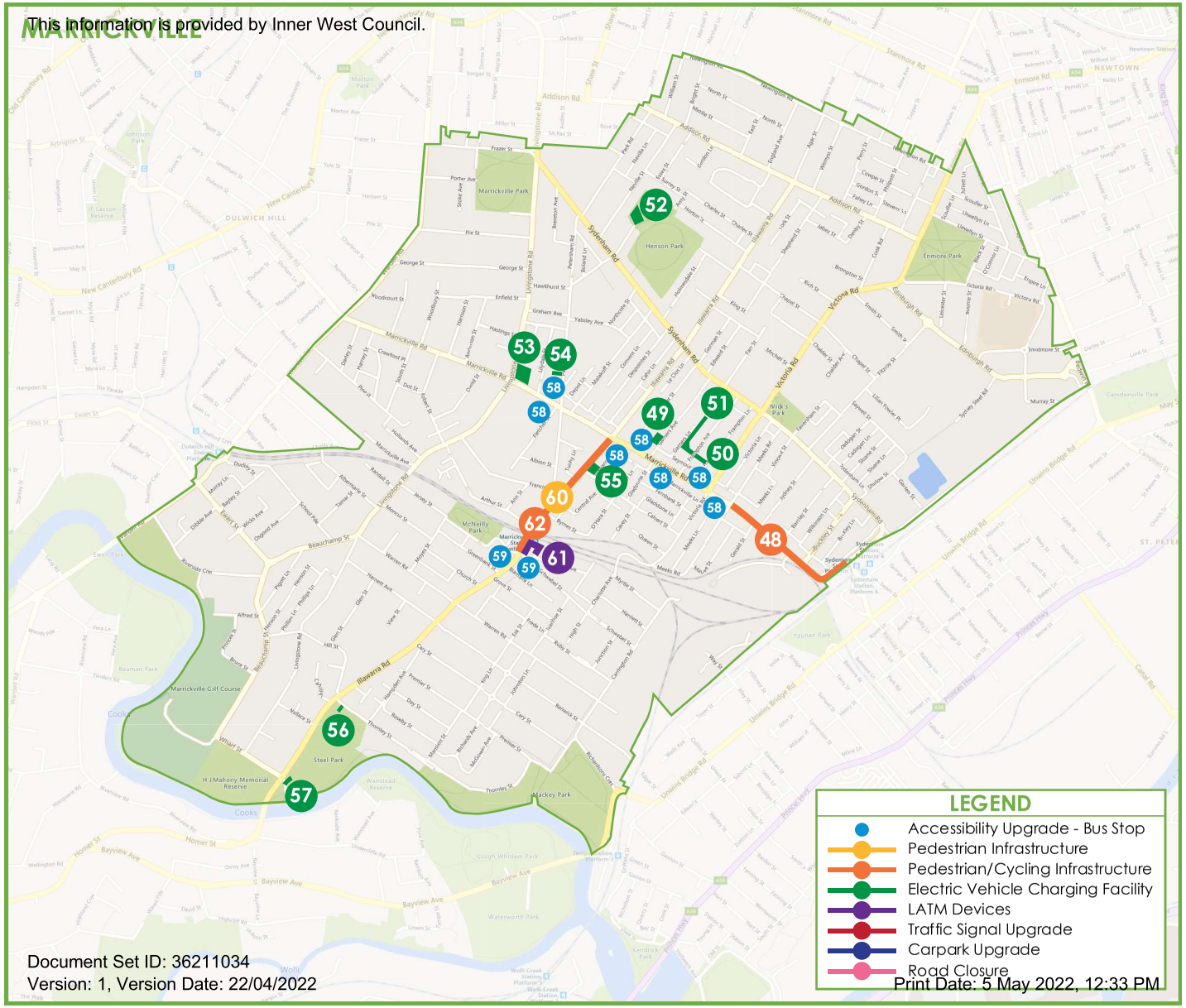
This information is provided by Inner West Council.
MARRICKVILLE
LEGEND
Accessibility Upgrade - Bus Stop
Pedestrian Infrastructure
Pedestrian/Cycling Infrastructure
Electric Vehicle Charging Facility
LATM Devices
Traffic Signal Upgrade
Carpark Upgrade
Road Closure
Document Set ID: 36211034
Version: 1, Version Date: 22/04/2022
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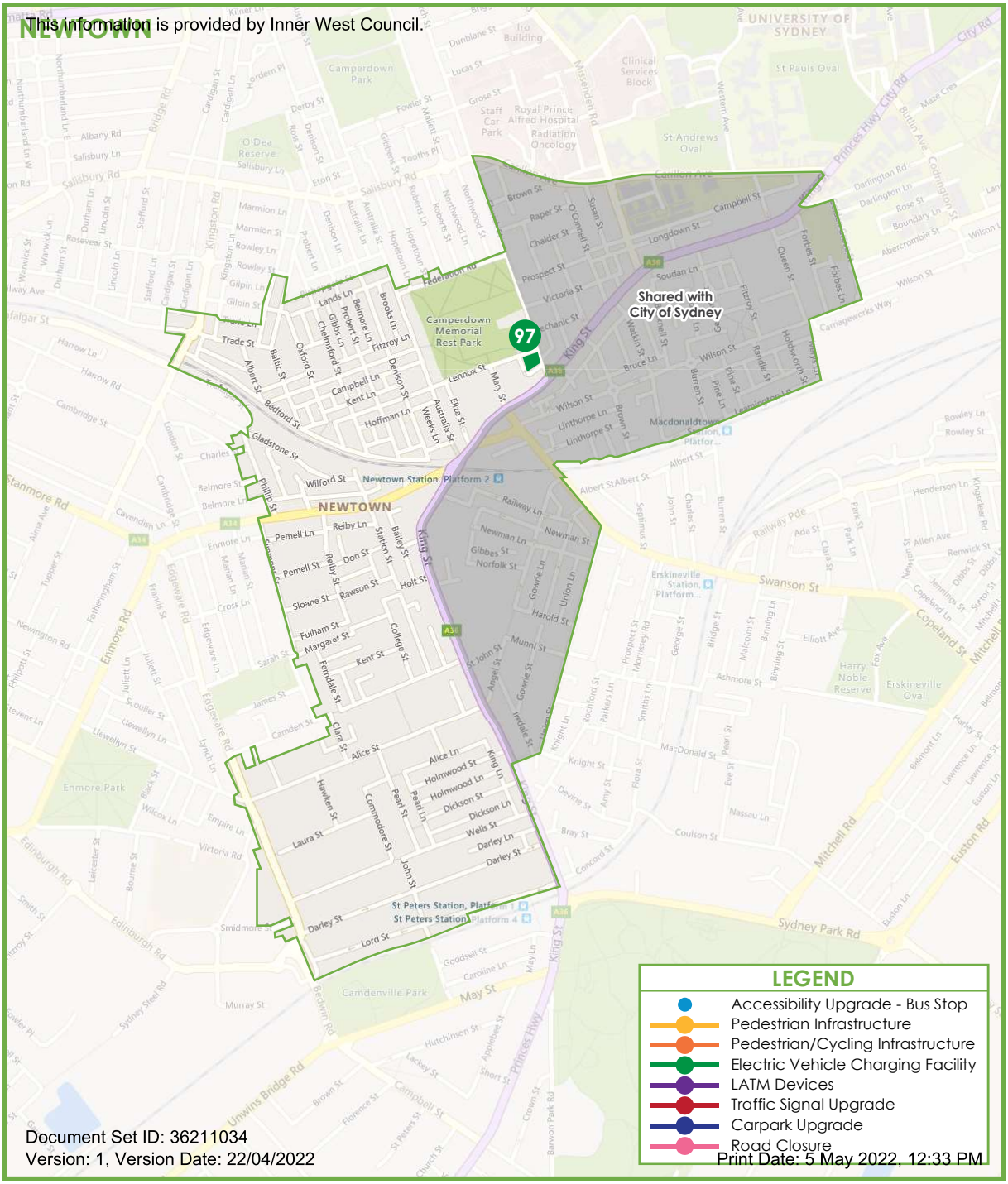

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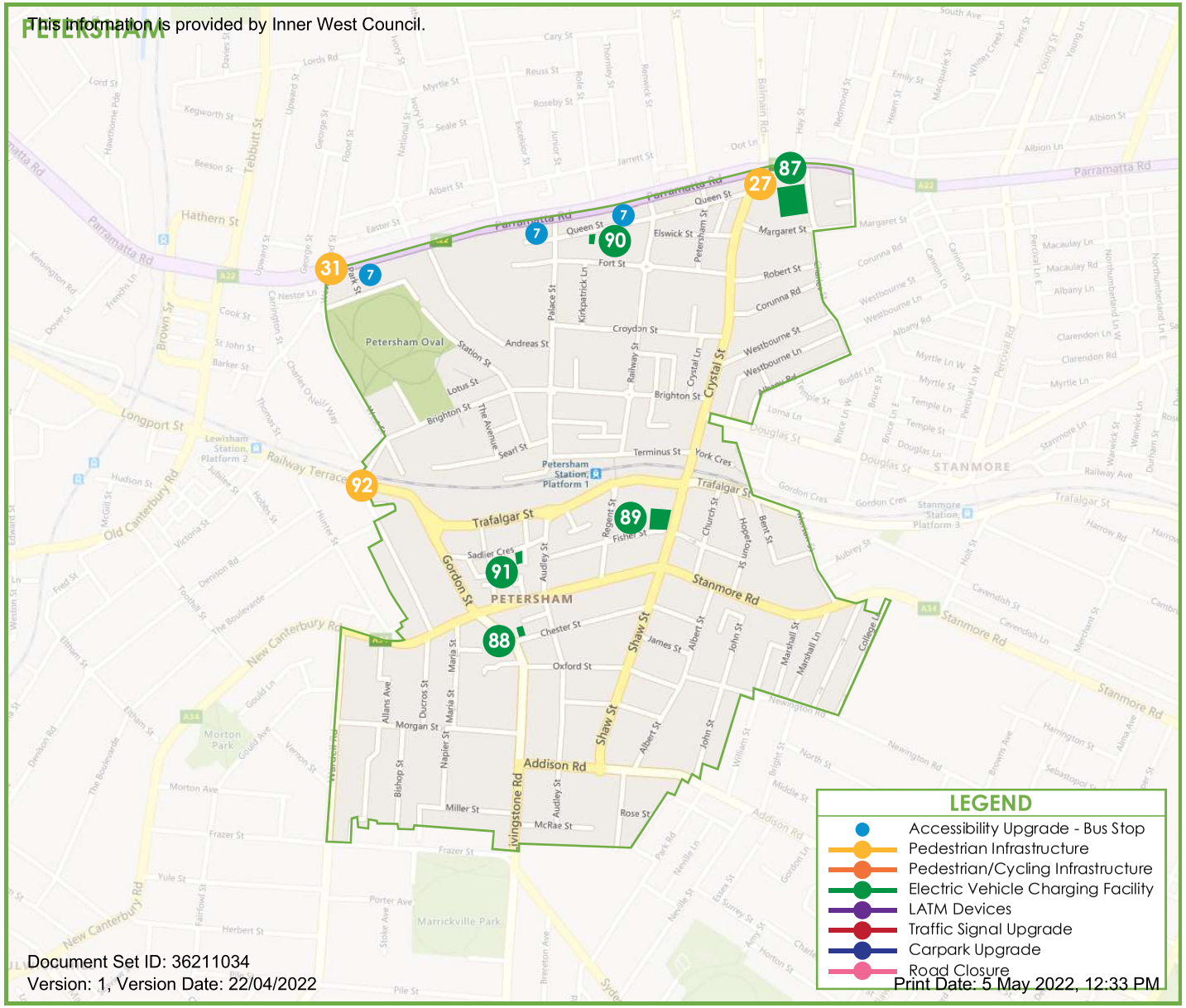

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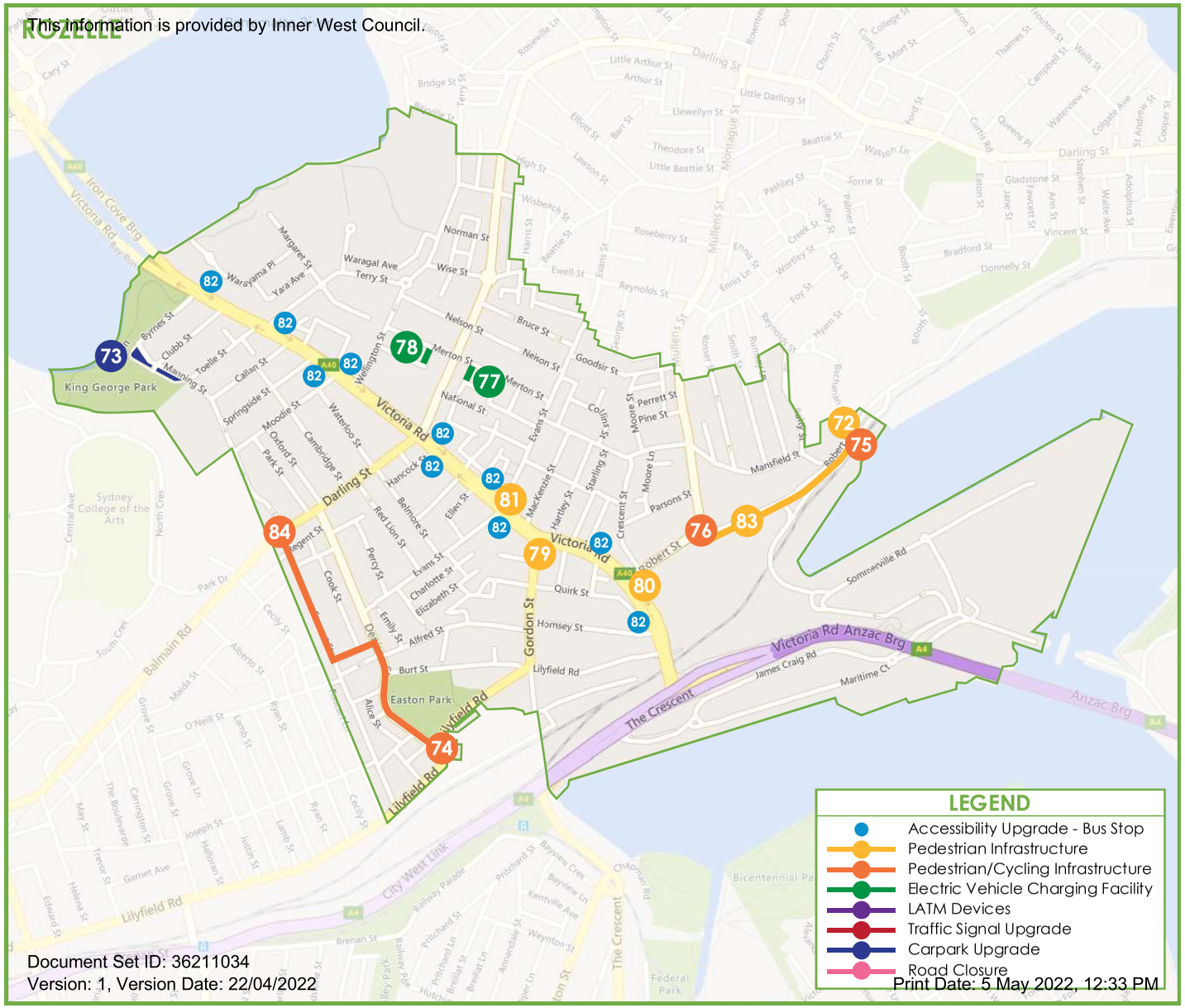
This Information is provided by Inner West Council.
ROZELLE
LEGEND
Accessibility Upgrade - Bus Stop
Pedestrian Infrastructure
Pedestrian/Cycling Infrastructure
Electric Vehicle Charging Facility
LATM Devices
Traffic Signal Upgrade
Carpark Upgrade
Road Closure
Document Set ID: 36211034
Version: 1, Version Date: 22/04/2022
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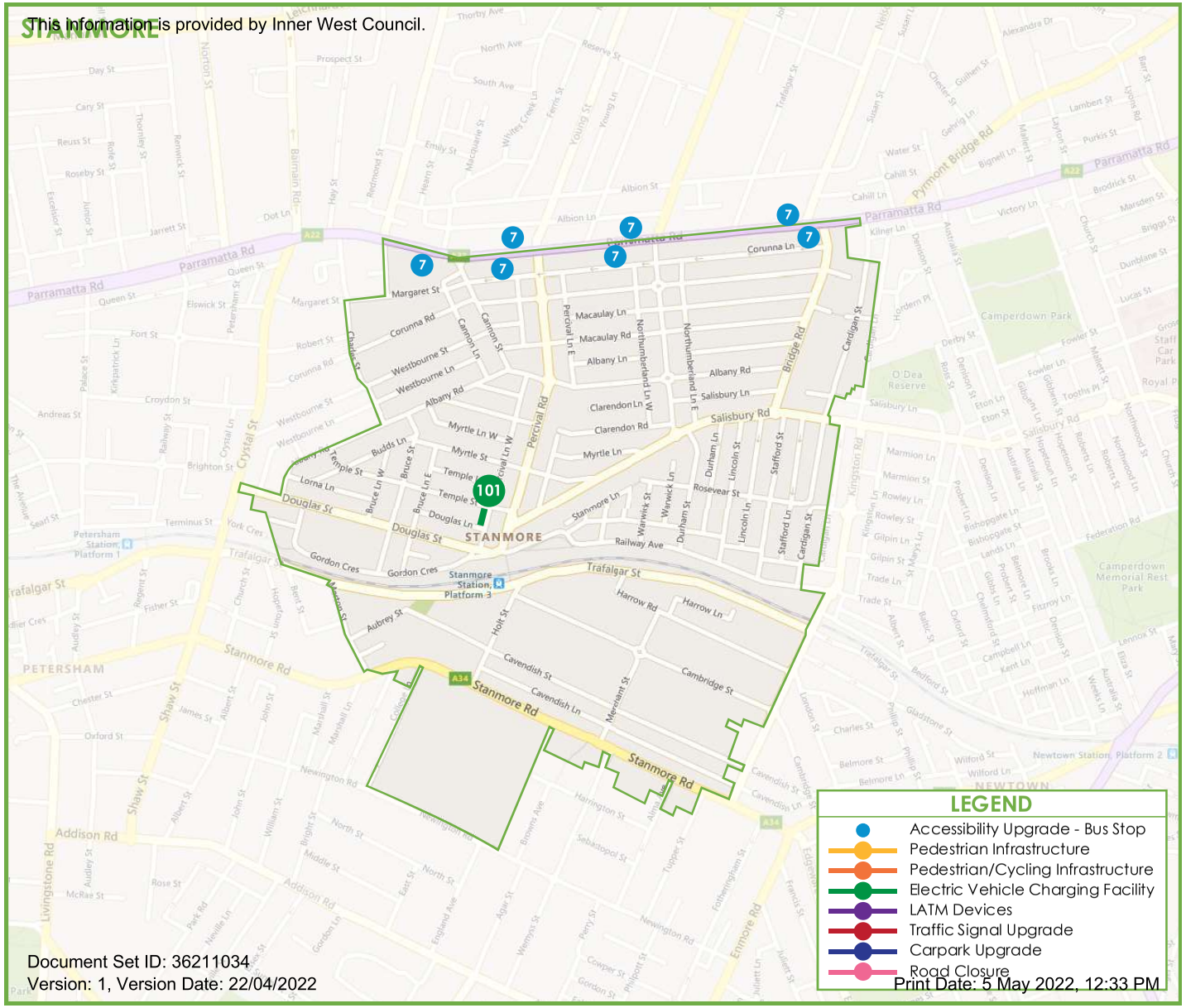
This information is provided by Inner West Council.
STANMORE
Parramatta Rd
Pyrmont Bridge Rd
Corunna Ln
Margaret St
Corunna Rd
Westbourne St
Westbourne Ln
Albany Rd
Macaulay Ln
Macaulay Rd
Albany Ln
Clarendon Ln
Clarendon Rd
Myrtle Ln W
Myrtle St
Myrtle Ln
Salisbury Rd
Salisbury Ln
Bridge Rd
Cardigan St
Percival Rd
Northumberland Ln W
Northumberland Ln E
Cannon St
Cannon Ln
Budds Ln
Temple St
Lorna Ln
Douglas St
Douglas Ln
Bruce St
Bruce Ln W
Bruce Ln E
Civil Ln W
Stanmore Ln
Warwick St
Warwick Ln
Durham St
Durham Ln
Lincoln St
Lincoln Ln
Rosevear St
Stafford St
Stafford Ln
Railway Ave
Trafalgar St
Gordon Cres
Stanmore Station, Platform 3
Harrow Rd
Harrow Ln
Aubrey St
Holt St
Cavendish St
Cavendish Ln
Cambridge St
Merchant St
Stanmore Rd
A34
101
PETERSHAM
NEWTOWN
Addison Rd
Shaw St
Crystal St
Terminus St
Petersham Station, Platform 1
Newtown Station, Platform 2
Camperdown Park
O'Dea Reserve
Camperdown Memorial Rest Park
LEGEND
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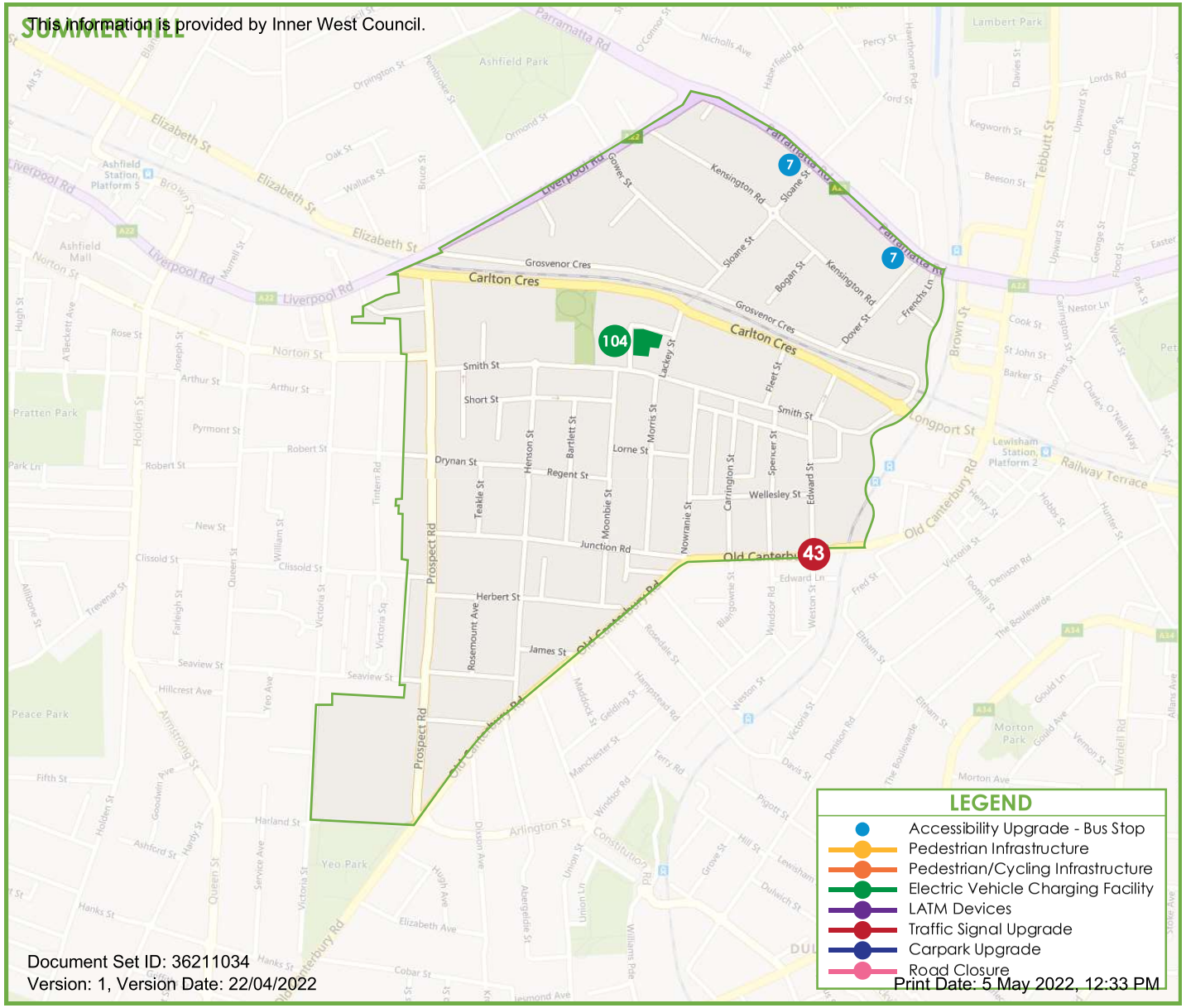
This information is provided by Inner West Council.
SUMMER HILL
Carlton Cres
Grosvenor Cres
Liverpool Rd
Parramatta Rd
Elizabeth St
Kensington Rd
Sloane St
Bogan St
Dover St
Frenchs Ln
Smith St
Short St
Lackey St
Fleet St
Lorne St
Morris St
Bartlett St
Henson St
Drynan St
Regent St
Teakle St
Moonbie St
Nowranie St
Carrington St
Spencer St
Edward St
Wellesley St
Junction Rd
Old Canterbury Rd
Prospect Rd
Herbert St
James St
Rosemount Ave
Longport St
Railway Terrace
Lewisham Station, Platform 2
Ashfield Station, Platform 5
Ashfield Park
Pratten Park
Peace Park
Yeo Park
Morton Park
Lambert Park
104
43
7
7
LEGEND
Accessibility Upgrade - Bus Stop
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Carpark Upgrade
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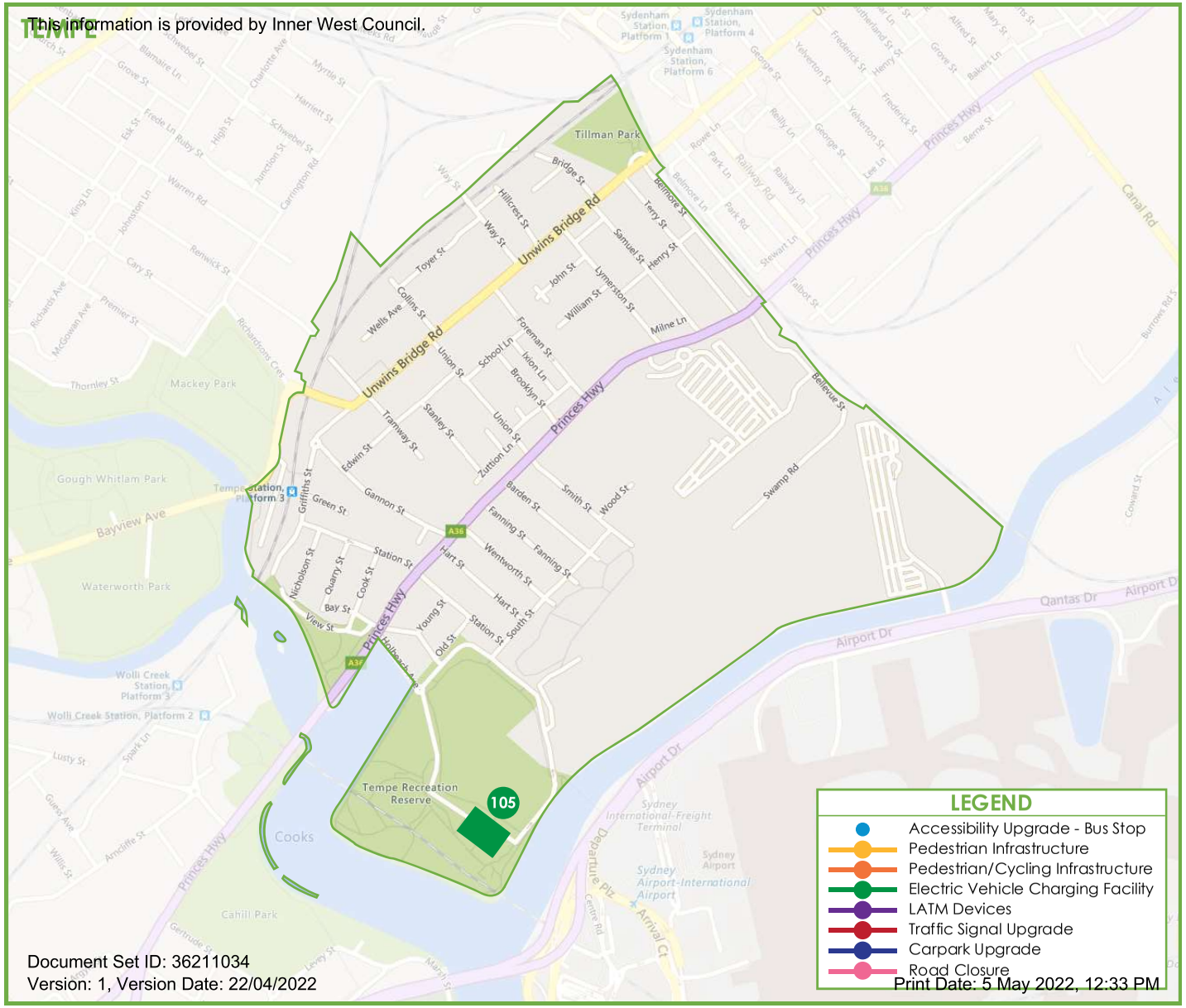
This information is provided by Inner West Council.
TEMPE
Tillman Park
Unwins Bridge Rd
Princes Hwy
Mackey Park
Gough Whitlam Park
Waterworth Park
Tempe Recreation Reserve
105
Cahill Park
Cooks
Sydney Airport-International Airport
Sydney International Freight Terminal
Qantas Dr
Airport Dr
Bayview Ave
Canal Rd
Swamp Rd
Bellevue St
Milne Ln
Wentworth St
Fanning St
Barden St
Smith St
Wood St
Gannon St
Green St
Griffiths St
Edwin St
Tramway St
Stanley St
Union St
Zuttion Ln
Brooklyn St
Ikon Ln
School Ln
Foreman St
Union St
Wells Ave
Collins St
Toyer St
Way St
Hillcrest St
Bridge St
Belmore St
Terry St
Samuel St
Henry St
John St
William St
Lymerston St
Station St
Hart St
Nicholson St
Quarry St
Cook St
Bay St
View St
Young St
Old St
Hart St South St
Station St
Holbeach Ave
Princes Hwy
A38
A37
Wolli Creek Station, Platform 3
Wolli Creek Station, Platform 2
Sydenham Station, Platform 1
Sydenham Station, Platform 4
Sydenham Station, Platform 6
LEGEND
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