



TDEP



BANKSTOWN

COMPLETE STREETS

A SMART WAY TO MAKE GREAT STREETS

COUNCIL STAFF, LOCAL BUSINESS, TRANSPORT STAKEHOLDER WORKSHOPS REPORT / **JUNE 2018**

► COUNCIL STAFF VISION WORKSHOP

Workshop Overview

The Internal Council Staff Workshop as part of the Complete Streets Study for Bankstown was held on 3rd April 2018 between 10am–12pm. The workshop was facilitated by RobertsDay and attended by representatives within Canterbury–Bankstown Council.

Objective

The workshop intended to explore aspirations for the future Bankstown, in order to inform the creation of a vision statement and principles for the whole Complete Streets project. Interspersed with presentations (including an overview of the findings to date) attendees participated in three activities. The first aimed to encourage blue-sky thinking and an understanding of the experiences of Bankstown's diverse community. The second activity drew out words and sentences which can inform a vision for Bankstown's streets and places. The final activity intended to map the council staff's ideas, opportunities and issues for the study area.

Key Insights

- Trees emerged as a reoccurring theme throughout the exercises, as a means to beautify the streets, mitigate the effect of urban heating, and to reinforce a leafy and green future place character
- Words which participants used to describe their vision for Bankstown were centred around four themes – atmosphere, aesthetic, safety/access, and modes
- Many participants raised the importance of increased pedestrian connectivity, including the possibility of a north-south boulevard connecting the new University campus site in the north down to Restwell Street, as well as through-site links at Bankstown Central and from Meredith Street through to Kitchener Parade
- Big ideas for Bankstown included removing and/or controlling car movement in order to create a safer and more welcoming place

Attendees

RobertsDay

Stephen Moore
Greg Meckstroth

GTA

Volker Buhl

Environmental Partnership

Adam Hunter

Canterbury–Bankstown Council

Anthony Vangi
Ajith Goonatilleke
Sasha Marosevac
Valerie Giammarco
Mauricio Tapas
Camille Lattouf
Alejandra Rojas
Daniel Smith
Emily Forrest
Sean Mooney
Christine Karam
Clint Yabuka
Graham Humphrys
Tarik Elmerhebe
Vandana Ram
Immanuel Ibrahim
Sam George

► PEOPLE-CENTRIC THINKING

Activity 1 Overview

Line of inquiry:

What experience of Bankstown's streets and places do we imagine for people in the future?

Activity:

As a warm-up, participants were given one of ten future user personas, and were asked to imagine a future Bankstown in 2036: a well-connected centre which is a delight to spend time in and enjoyable to move through. In pairs and small groups, workshop participants interviewed one another and asked them questions relating to the future Bankstown.

Workshop Participant Responses

What makes Bankstown's streets easy and safe to move through?

- Lots of shared streets in the CBD core, some of which are people-only during peak hour
- Everything from the station is very well-connected and close together
- Tree-lined streets to beat the heat
- Easy to park my mobility scooter and get to where I need to be
- Roundabout and other interventions help to calm the traffic
- Many of the streets I cross are one-way and with slow speeds
- Don't have to wait long to cross at traffic lights
- The public domain is clean and well-maintained
- Electronic timetable simplifies trips
- The centre's main features are well-linked
- There is loads to do around station
- Everyone can access bikes through a bike-sharing scheme
- Protected cycle lanes are extended from the CBD into the suburbs

What makes being and moving in Bankstown an enjoyable experience?

- Restaurants trade out onto the streets and are open late at night
- Active street frontages, public art and street trees
- Each space has a different destination, culture and specific activities
- There is so much cultural diversity
- Foot paths aren't too crowded for kids to move through on
- Great pavements with trees make it easy and comfortable to walk
- There is a small business community
- Smiling faces of the community
- There are good interchanges with public transport
- There are lots of spaces in the public domain for people to hang out in with mates
- Different activities in the parks, such as yoga in the mornings
- Buses and cars have been removed

Where is your favourite street or open space to spend time in Bankstown?

- The shared street between Saigon Place and Little Lebanon
- Olympic Parade, because it has an arts centre that holds theatre and shows, and across the road there's Griffith Park which can be amazing
- Food trucks and entertainment when Olympic Parade is closed
- The new plaza from Greenfield Parade to the train station
- Restwell/The Appian Way is the premier street in Bankstown, with shops and linking station to parks
- The new town square over the station is so vibrant and full of day and night-time events
- Bankstown Plaza, people-watching
- Boulevard connecting station with Western Sydney University campus
- Saigon Place, with the old ladies selling herbs
- Parklands above Bankstown Station
- Paul Keating Park, which is green and inviting, and has a coffee kiosk
- Live performances in the streets

► VISION STATEMENTS

Activity 2 Overview

Line of inquiry:

What is our vision for Bankstown's streets and places?

Activity:

Participants were asked to think of us to three words each which encapsulated their vision for streets and places in Bankstown in the future. In groups, participants then thought of aspirational sentences which could form the basis of a vision statement, using a combination of the words.

Workshop Participant Responses

What words describe what we want Bankstown's streets and places to be?

Atmosphere (22)	Aesthetic (19)	Safety/Access (10)	Modes (8)
Friendly (x3) Vibrant (x3) Inviting (x2) Enjoyable (x2) Diverse (x2) Booming (x2) Filled with life Fun Unique Changing Happy Kid-friendly Lovable Loved	Green (x9) Shaded (x2) Cool (x2) Attractive (x2) Clean Maintained Historic Well-designed	Safe (x5) Accessible (x4) Actively managed	Pedestrian- friendly (x2) Integrated (x2) Walkable Bikeable Parkable on the ring road Low speed

What aspirational sentences could form the basis of a vision statement for Bankstown?

Bankstown's streets and places will be...

- ... booming because everyone wants to spend time there
- ... so accessible that people with mobility issues will come to our centre
- ... so vibrant that people will come to visit from other places
- ... so welcoming that they will create happiness
- ... so vibrant that people are attracted to come, visit and stay longer
- ... so green that they are cooler and more beautiful to walk down
- ... at a human scale so people will feel comfortable walking along them
- ... so culturally diverse and welcoming that businesses want to stay here
- ... so convenient that you can get to destinations easily
- ... so engaging that more people travel further to experience a part of street life
- ... so prioritised for pedestrians that people are comfortable to spend their evenings there
- ... so safe that kids can get around on their own
- ... so unique that people come from all over Sydney to experience this place
- ... so convenient that you never have to plan ahead, just turn up and go
- ... safe, enjoyable and green. They will have a wide variety of interconnected activities attracting people of every age and enticing them to stay into the evenings. It will be easy to stroll along the tree-lined streets in the company of others. There will be engaging 'string of pearls' activities which change all the time.
- ... the framework for a cultural precinct on a local and regional level, as a result of engagement and with its exciting street life, mixed food, and attention to pedestrian priority.

► BIG IDEAS, OPPORTUNITIES AND ISSUES

Activity 3 Overview

Line of inquiry:

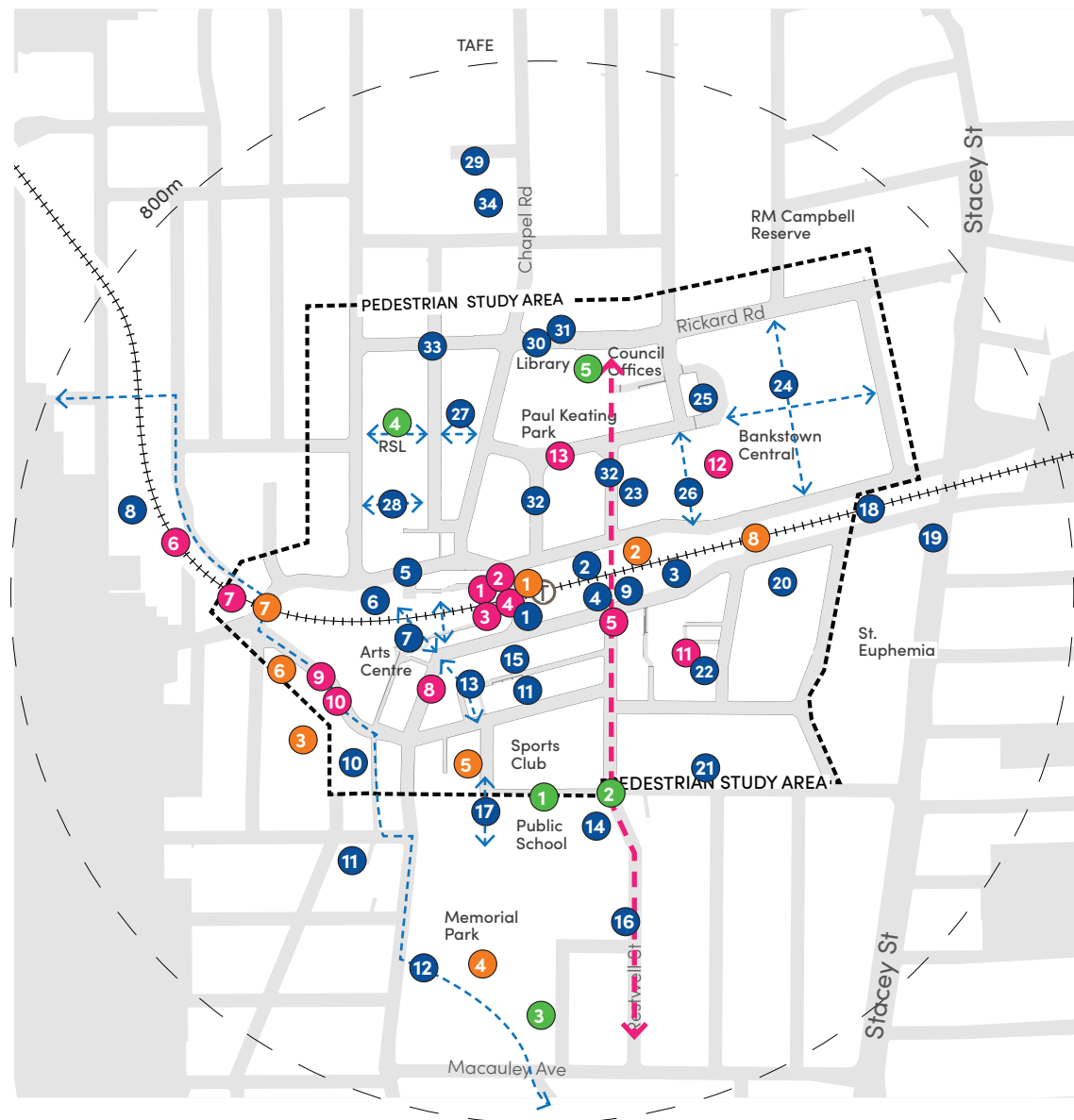
What big and bold ideas do we have for Bankstown in 20 years? And what issues and opportunities can we identify for Complete Streets in Bankstown?

Activity:

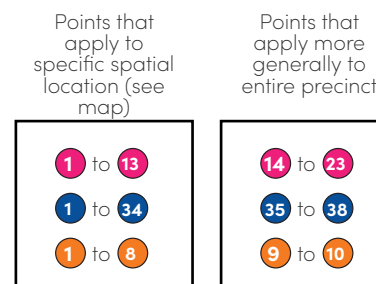
Around large-scale maps of Bankstown CBD, participants were asked to sketch and write their big ideas for Bankstown, as well as opportunities, issues and relevant projects. Many suggestions included increasing pedestrian connectivity, maximising use of carparking space (at times relocating to other locations), and introducing new and improved parks and open spaces.

Response type

- Big Idea
- Opportunities
- Issues
- Projects



Workshop Participant Responses



What big ideas do you have for Bankstown CBD?

1. Create a central destination around the station – an eat street (shared zone or pedestrian priority street) with great amenity
2. Support a great public transport arrival and interchange which is seamless, has great active edges and clear wayfinding to CBD sites
3. Promote 'people spaces': make the whole area around the station pedestrian and cyclist only, with a central plaza for meeting, eating, performances and night-time activity
4. Remove buses from the railway overpass and remove the barrier walls
5. Create a north-south pedestrian link (from Restwell Street to The Appian Way), as a continuous boulevard which links parks, train and, bus and is lined with shops. Potentially over an underground train station and integrated with new Metro station entrance/exit.
6. Enhance the green corridor that runs along the railway, with possible utilisation including new green spaces and walkway zones
7. Widen existing underpasses to allow more cycling and pedestrian movement
8. Create a combined cultural market place and food precinct around Saigon Place
9. Close Olympic Parade on weekends and have food trucks and entertainment
10. Close off Olympic Parade
11. Replace West Terrace carpark with a new park and seniors centre
12. Install new streets and a park which completely crack open Bankstown Central
13. Convert the Mall into the most pedestrian friendly place possible
14. Host a live music night for the community within an expanded restaurant
15. Make Bankstown Australia's most walkable city centre – 'The Paris of the South!'
16. Reduce the number of carparks
17. Remove multi-storey carparks in the CBD, and instead locate them on the edges with bus transport into centre
18. Put trees first in road design
19. Create north-south and east-west cycle boulevards which connect outside streets into the city centre
20. Ensure no net loss to existing green open space
21. Slow cars to stop rat-running
22. Remove all cars from the CBD
23. Promote better connections with other centres by public transport

What opportunities do you foresee for Complete Streets in Bankstown CBD?

1. Place management is needed – branding, communications, activity and events, as well as ongoing maintenance and cleaning.
2. Enhance station plaza as a place of arrival with clear wayfinding and movement routes to key landmarks
3. Better connect N. Terrace to rail, as it will become ‘the new front door’ with additional metro exit
4. Explore pop-up activities on open space south of the station
5. Activate vacant buildings in open spaces to the north and south of the station
6. Explore Marion St. as a new ‘destination street’ which could be pedestrianised to extend the vibe of City plaza but also to encourage cars to use ring road
7. Explore redevelopment of Marion Street carpark
8. Create a pedestrian connection from Marion Street carpark across to Saigon Place
9. Better utilise area next to rail by Brancourt Ave / Weigand Ave
10. Find another spot for bus layover to the south of rail line
11. Promote Griffith Park as a high-quality park connected to the Arts Centre
12. Move Greenfield Parade parking and buy lots on Brandon Ave/ Northam Ave for alternative parking location
13. Create continuous bike route along Olympic Parade and through Memorial Park to complete regional connection
14. Create through-site link from Saigon Place to Stewart Lane
15. Provide more parking at Restwell St/McDonald Ln intersection
16. Reinforce laneway from Station area to Bankstown Sport Club
17. Make south end of Restwell street more pedestrian-friendly, and increase tree canopy
18. Reopen link between Memorial Park and Mona Street for pedestrians and cyclists
19. Promote South terrace and North terrace as active transport corridor which is enticing for pedestrians and cyclists
20. Ensure that Stacey Street is easy to cross, footpaths on both sides
21. Reinforce identity as ‘Little Middle’ (/‘Little Lebanon’)
22. Move some parking from West terrace to Stanley Street carpark
23. Potential to completely remove West Terrace carpark and replace with a park
24. Capture patrons from the shopping centre
25. Create multiple through-site links within Bankstown Central
26. Find another layover spot for buses at Bankstown Central
27. Extend Jacobs St. through to N. Terrace

	What issues do you foresee?	What relevant projects are planned to take place? (not already identified in Issues and Opportunities Report)
<ul style="list-style-type: none"> 28. Potential to extend through site link from Kitchener Parade to Chapel Road towards Library 29. Potential for multiple through-site links from Meredith Street to Kitchener Parade 30. Potential to offer access to school ovals for CBD workers 31. Activate blank walls (e.g. Library rear on Rickard Road) 32. Plant street trees along Rickard Road (near Library) 33. Convert Fetherstone St and The Appian way to two-way streets 34. Open to four-way intersection 35. Opportunity to more efficiently utilise TAFE carparking as a shared utility 36. Ensure trees on key streets 37. Extend events into evenings (e.g. 'Bankstown bites') 38. Encourage night-time activity across whole precinct 39. Replace all one-way roads with two-way roads 	<ul style="list-style-type: none"> 1. Bridge over rail line presents structural challenge, as bus barriers existing to ensure safe structure and would be difficult to remove 2. Open space to north and south of railway line near station is currently underutilised 3. Need more open space where Bankstown Sports Bowls is situated 4. Memorial Park is not currently very accessible 5. Lots of blockages at the School during pick-up/drop-off 6. Risk of losing trees along Olympic Parade (opportunity to buy three houses or change tree ownership) 7. Current blockage at Olympic Parade/Marion Street junction under rail bridge 8. Current bottleneck at underpass between North and South terrace 9. Very few pedestrian crossings across the precinct – need more 10. Poor pedestrian experiences coming and out of CBD for many people (e.g. along Chapel Road north and southbound) 	<ul style="list-style-type: none"> 1. McDonald Lane changing in direction (to West-Eastbound) in June 2018 2. Additional roundabout at McDonald Lane/Restwell St junction in June 2018 3. New playground on Vimy Street in 2018 4. Planned through-site link from Meredith Street to Kitchener Parade on RSL site 5. New university campus to be situated adjacent to Library

▶ LOCAL BUSINESS WORKSHOP

**Members from the following stakeholders were invited but did not attend: Vicinity, Bankstown RSL, Sydney Business Chamber, Australasia Dragon Business Assoc., local schools, colleges and TAFE, local real estate agents and property developers*

Workshop Overview

The Local Business Workshop as part of the Complete Streets Study for Bankstown was held on 3rd April 2018 between 4-6pm. The workshop was facilitated by RobertsDay and attended by representatives from the local business community as well as the project team and Canterbury-Bankstown Council.

Objective

The workshop intended to introduce Bankstown's business community to the Complete Streets project, and present an overview of the findings to date. In particular, the presentation looked at the links between active transport and smart parking solutions with economic benefits. The workshop also aimed to gain insights from the local businesses about their experience of trading in Bankstown, and aspirations that they have for the streets and places going into the future.

Key Insights

- Participants were generally positive about the arrival of the new Metro, and the opportunities presented by growth
- Bankstown's identity as a culturally distinct and diverse place was a point of conversation, with participants suggesting interventions such as an eat street or cultural trail which could promote this identity
- The Chamber of Commerce was broadly interested in celebrating and enhancing Bankstown, through beautifying streets/trees
- Both Western Sydney University and Bankstown Public School mentioned ways to encourage more students (from primary school through to tertiary) to walk, by facilitating easier and safer links to public transport
- Bankstown Sport Club are a major landowner in the CBD and are looking to pursue further commercial developments on their adjoining landholdings and noted that they would incorporate significant parking underground – access will be a key issue.

Attendees*

RobertsDay

Stephen Moore
Greg Meckstroth

GTA

Volker Buhl

Environmental Partnership

Adam Hunter

Canterbury-Bankstown Council

Sam George
Graham Humphrys

Bankstown Public School

Terry Spratt, Principal

Western Sydney University

Kevin Bell, Pro-Vice Chancellor (Digital Futures)
Charles Vella, Senior Gr. Strategic Asset Planning
Stuart McIntosh, Planning Manager

SW Bankstown Chamber of Commerce

Wally Wehanna

Bankstown Sports Club

Mark Condi, CEO

► OPPORTUNITIES AND ISSUES

Activity Overview

Line of inquiry:

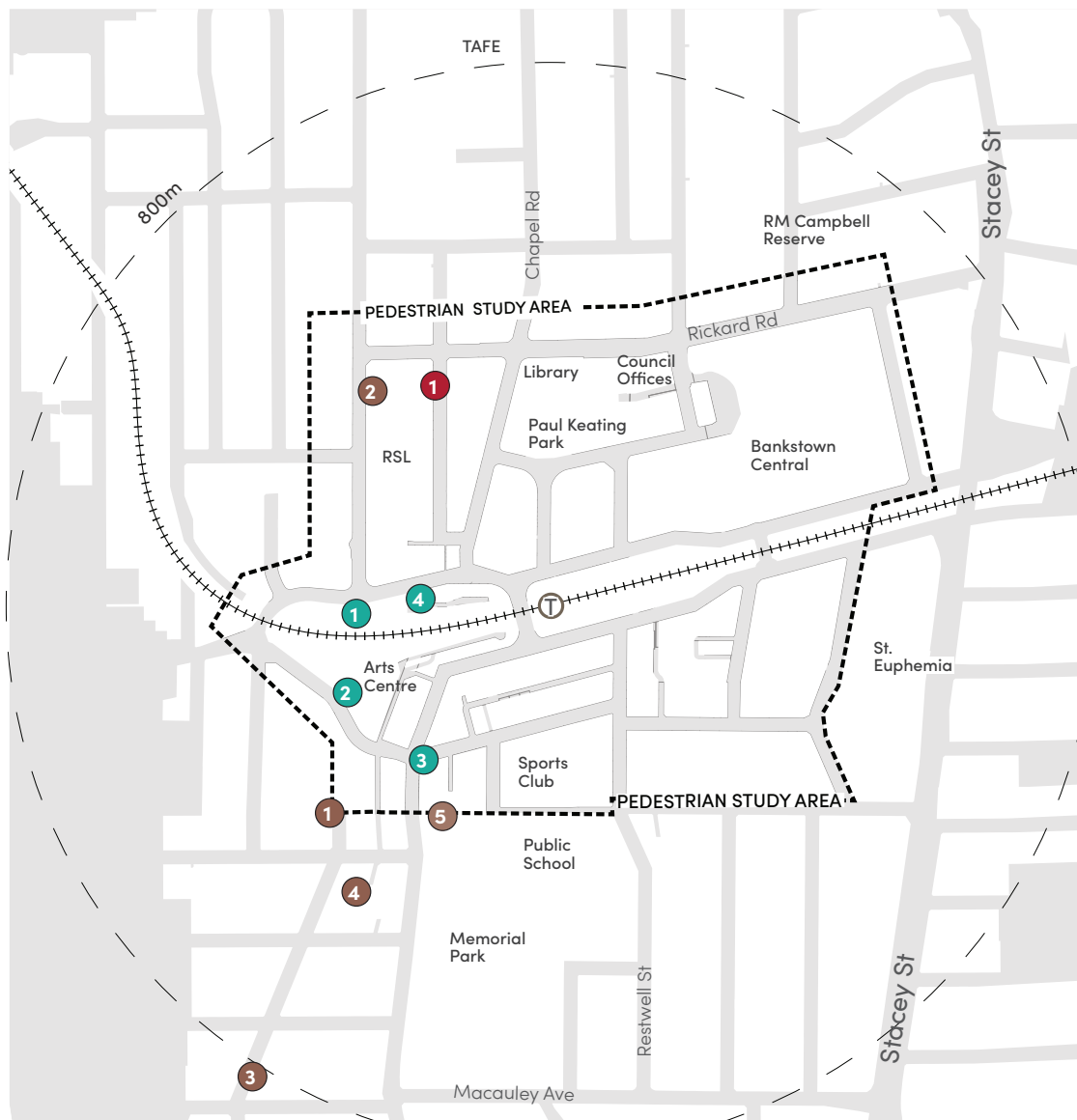
What issues and opportunities can we identified for Complete Streets in Bankstown, in relation to each local business and organisation's insights?

Activity:

Around a large-scale map of Bankstown CBD, participants were asked to communicate any opportunities and issues, prompted by questions about their experience of trading in Bankstown, their wish list for getting retail/local business right, other local centres, potential improvements to the streets to make them better for business, and their desired City image/ branding and how this could inform the vision for public domain and transport.

Participant

- Bankstown Public School
- Western Sydney University
- Chamber of Commerce
- Bankstown Sports Club



Bankstown Public School Responses

What opportunities do you foresee for Bankstown CBD?

1. Opportunity (no objection) to open up Mona Street and create connection with Bankstown Memorial Park
2. Celebrate school's regular walking trips up to Bankstown Library
3. Encourage people to park near Macauley Ave/Chapel Road intersection and walk from there to school
4. Utilise proximity to park for kids' activities and open park access up to encourage walking to school
5. Greater opportunity for kids to walk into Bankstown after school and enjoy the town centre.

What issues do you foresee for Bankstown CBD?

6. Restwell Street/McDonald Lane intersection gets very congested
7. 95 members of staff and 95% drive to work
8. Whilst high school students do walk, the younger students don't
9. Busy roads create safety concerns and dissuade families from walking

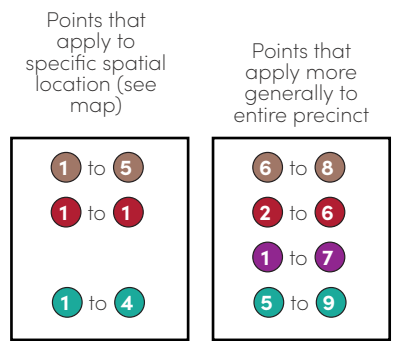
Western Sydney University Responses

What opportunities do you foresee for Bankstown CBD?

1. Create new university campus (due to be open by 2021) as an attractive precinct, which engages local businesses, provides a diverse food offering for students, includes childcare provision and has strong connections to outdoor spaces
2. Capitalise on the 5000 students who will be visiting the campus per day and encourage them to spend time in Bankstown
3. Ensure disability access to new campus
4. Facilitate easy connections to campus such as the existing free shuttle buses to the Parramatta campus

What issues do you foresee for Bankstown CBD?

5. Night-classes will run as late as 10pm and safety will be a concern
6. Despite no parking provision for students, possibility that they will still try and drive to the campus
7. The train does not service their catchment well eg. north and south and bus service is poor.
8. Temporary transport plan for Metro will cause major inconvenience for all students.
9. Better linkages from local surrounding area into Bankstown to make this better suited to student housing - walk into UWS and CBD - car free housing.



Chamber of Commerce Responses

Bankstown Sports Club Responses

What opportunities do you foresee for Bankstown CBD?

1. Provide outdoor activities
2. CBD needs to be 'fresh' and capitalise on its great qualities
3. Opportunities to beautify streets
4. Celebrate diversity as its Unique Selling Point (as with Parramatta – River and Penrith – Lakes), which could be manifest through an 'eat street' and/or cultural trail which could link destinations
5. Bankstown needs to offer a stronger invitation for people to come and visit – through the offering as well as city image, communication and marketing.
6. Define the 'heart' of the CBD.
7. Shopfront beautification program/ funding eg. City of Sydney

What issues do you foresee for Bankstown CBD?

8. Not much is currently open late
9. Address the relationship between public and private parking
10. Young people don't tend to stay much in Bankstown

What opportunities do you foresee for Bankstown CBD?

1. Unify plaza near station; incentivise tenants to fit vision
2. Promote and activate pedestrian link to Sports Club from Station (which is owned by Sports Club)
3. Leverage new uses including hotel and conference centre
4. Connect Sports Club to Metro
5. Celebrate existing multi-modal provisions (including two Tesla charging stations and Uber drop-off zone)
6. Provide for the workers in the area who visit the Sports Club
7. Bankstown needs to link the best places/ destinations better (eg. shops, club, station, UWS etc)
8. Example of Redfern that has changed image last 15 years
9. Noted issue of ped crossing times on South Terrace outside station.

What issues do you foresee for Bankstown CBD?

10. Patronage to destinations is strongly linked to Bankstown's identity (e.g. patronage drop to Sports Club after shooting incident)
11. Licensing issues control level of interaction that the Sports Club can have with the street (retail displays offer potential solutions to this)
12. Patrons find it hard to get to Bankstown Sports Club. Sports Club sees the need for additional parking (on Friday, Saturday and Sunday, car parks are already full)

► TRANSPORT STAKEHOLDER WORKSHOP

Workshop Overview

The Stakeholders Workshop as part of the Complete Streets Study for Bankstown was held on 4th June 2018 between 1-3:30pm. The workshop was facilitated by RobertsDay and attended by representatives from different transport and safety stakeholder groups that operate within Bankstown as well as the project team and Canterbury-Bankstown Council.

Objective

The workshop intended to introduce Bankstown's transport stakeholder group to the Complete Streets project, and present an overview of the findings to date. In particular, the presentation looked at the links between transport, street design and how each mode impacts on the future character of Bankstown. The workshop also aimed to gain insights from the transport stakeholders about their experience of operating in Bankstown, and ideas or concerns that they have for the streets and places going into the future.

Key Insights

- Significant opportunities to build upon Sydney's Green Grid plan and Greenway Cycle Way merging cycling activity with green space. Existing routes require improved connections to create continuous, uninterrupted and safer cycling routes/environments.
- Bankstown has been observed as a major destination for bus users, second to Parramatta. However many still use the car to travel to Bankstown, due to the existing traffic/road conditions and availability of car parking.
- There is a need to improve safety throughout the CBD both for cyclists and pedestrians by reducing interaction between people and cars/buses and improving connections for cyclists and pedestrians on the ground.
- Bus operators that service Bankstown struggle to meet the demand both in capacity of commuters and efficiency/delivery of services due to complex bus routes. Operators are open to ideas on how to maximise service efficiency.

Attendees*

RobertsDay

Greg Meckstroth

GTA

Volker Buhl

Maic Tanguy

Environmental Partnership

Adam Hunter

Canterbury-Bankstown Council

Sam George

Ajith Goonatileke

Graham Humphrys

Bicycle Network

Bastien Wallace

Department of Planning

Frankie Liang

Pengfei Cheng

Alejandro Trevino

Transdev

Dora Christoforidid

Misho Stojnoski

Punchbowl Bus

Hamish Fraser

Transport for NSW

Rowan Johnston

Bike South West:

Warren Artlett

NSW Police:

Sgt Debbie Peck

Snr Const. Steve Jacka

► OPPORTUNITIES AND ISSUES

Activity Overview

Line of inquiry:

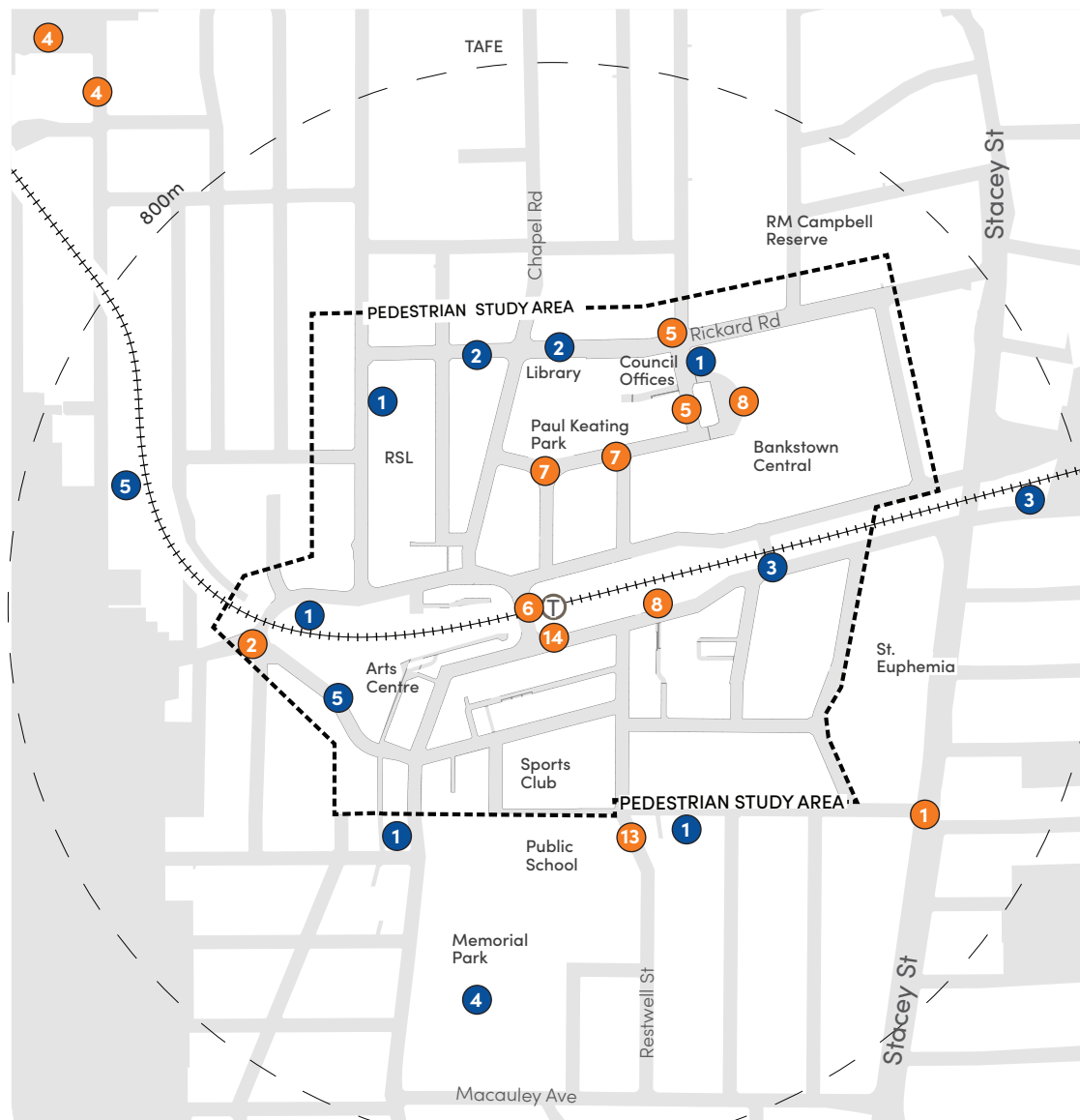
What issues and opportunities can be identified for Complete Streets in Bankstown, in relation to transport and safety?

Activity:

Around a large-scale map of Bankstown CBD, participants were asked to communicate any opportunities and issues related to transport regarding cars and parking, buses, cycling, service, the new Metro, safety and car crashes, prompted by questions about their knowledge of Bankstown, their wish list for getting transport right, potential improvements and their desired outcomes for managing future growth as it relates to transport.

Transport Stakeholder Response

- Opportunities
- Issues



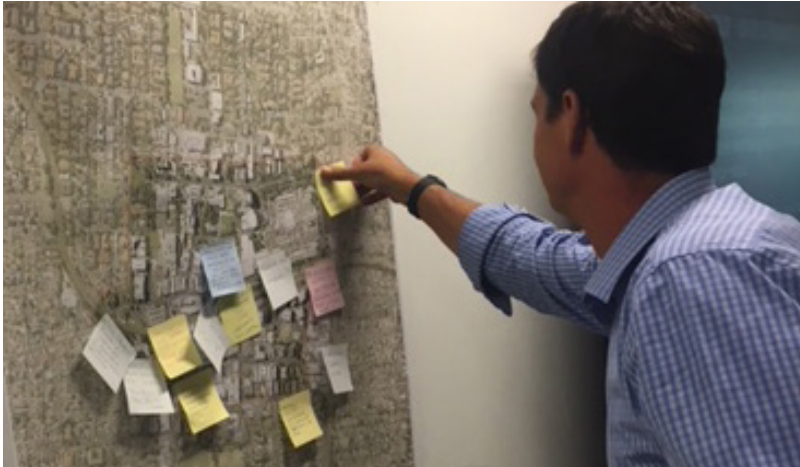
What opportunities do you foresee for Complete Streets in Bankstown CBD?

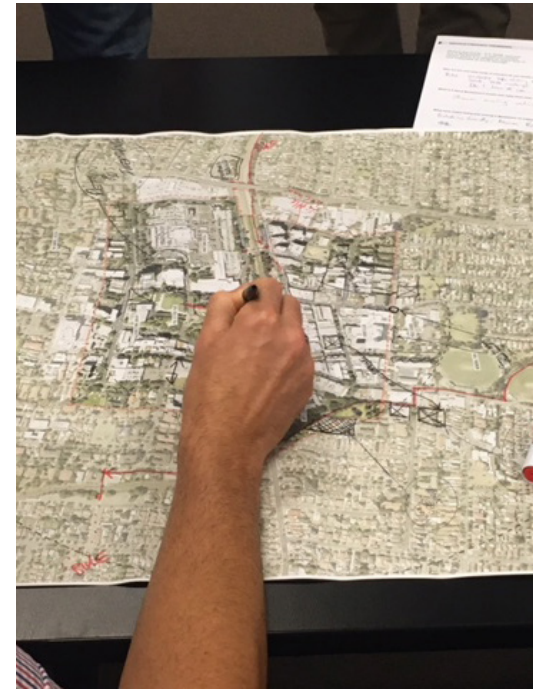
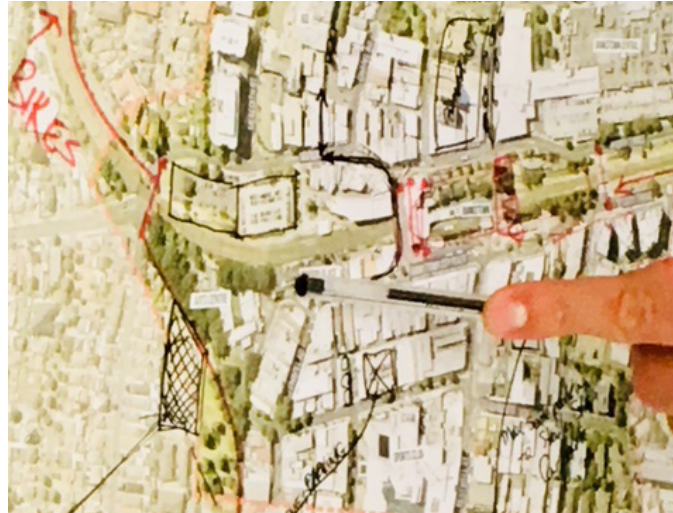
1. Docked Share bike system at major car parking spaces to allow people to cycle into and through CBD.
 2. Need for safer cycling crossing points along Rickard Road.
 3. Greenway South West cycle link, on the southern side of the rail corridor, identified in the Sydenham to Bankstown Strategy - Discuss with DPE (advocates)
 4. Sydney Green Grid traversing through the Transport and Pedestrian Study area north south connecting Bankstown via green links and infrastructure.
 5. Proposed Cycle link and connection (along Olympic Parade) to connect two existing fragmented regional cycle routes both north and south.
 6. Source & investigate the activity data of Opal users (bus and train) regarding origin and destination in order to inform future transport strategies.
 7. Incorporate anti-terrorism measures into the new design of new/existing shared streets.
 8. Observed by bus operators, Bankstown CBD is the number #2 destination for customers using bus services, second to Parramatta.
 9. During peak hours, majority of customers using buses travel to the Station, to commute to work/school/study in other areas and to the city.
 10. During off-peak hours (9am-3pm) majority of customers traveling via bus are traveling to Bankstown Central for shopping and other purposes.
 11. Opportunities for integrated shared parking, transit with autonomous buses & taxis, more kiss-and-ride facilities to minimise demand on parking and reduce congestion for all services.
 12. Bus operators have no strategic plans to change or alter routes and are open to ideas on how to maximise efficiency of their services.
 13. Need for a travel behaviour program which is proven to be the most effective tool for modal shift.
 14. Opportunity for technology to create flexible road side spaces - convert between parking type (eg. 15min/ 1hr/ 4hr etc), bus use, and outdoor dining.
- Project Exemplars:
15. Newcastle - eBike Scheme dictates peoples behaviour to useful places and key nodes.
 16. Surfers Paradise - Universal accessibility, wheelchair user parking, parents with prams parking.
 17. Hurstville Bus Interchanges - Bus interchange both sides of rail station integrated with street, one way street network.
 18. Liverpool Bus Interchange has a major interchange and layover facility adjoining station. This works as the station is on edge of CBD.
 19. Edgecliff Bus Interchange incorporates universal accessibility as interchanges are vertically stacked with over station development. Superior urban outcome.

What issues do you foresee?

1. Roads and Maritime Services road widening at the intersection of Stacey Street and Stanley Street, encouraging the use of Stanley Street rather than the ring road.
2. Traffic Pinch Point at the intersection of Marion Street and Greenwood Avenue causing significant congestion and delays as well as difficulty for cyclists and pedestrians crossing. Investigations into how this intersection is treated with the new proposed cycle link.
3. General safety levels within the CBD particularly at night.
4. Double parking by parents dropping and picking children up from nearby schools, particularly on Mulla Road and Brancourt Avenue.
5. Accident-prone Black spots where people have been hit/ran over by buses – particularly around the Bankstown Central Bus Interchange, Rickard Road and Bankstown Station.
6. Need to reduce pedestrian conflict with buses without impairing the bus/rail interchange in the process.
7. Generally unsafe environment for pedestrians along The Mall at intersections with large corner radii and large islands (which allows high speed turning).
8. The need to have separate Bus layover spaces at bus interchanges.
9. The need for meal break spaces, washrooms/amenities to be incorporated into layover spaces.
10. Issues with buses running on time through the CBD and Bankstown Centre due to complex routes, turning required at various intersections and traffic congestion through CBD.
11. NSW Police notice high proportion of drivers from areas outside of Bankstown, making Bankstown Central a popular and desirable destination for people from car dependent areas.
12. Buses which service the area struggle with capacity which are generally full throughout the day.
13. Morning peak hour vehicle traffic problems on Restwell Street due to activity at Bankstown Public School and buses traversing northbound into the CBD.
14. The impact of Buses on streetscapes within the Bankstown CBD Plaza from buses using the bridge bus link.
15. Increased population is going to increase number of children at schools – need more to walk/ cycle. Similarly will be more elderly – need more universal access focus.

► IMAGES FROM THE SESSIONS





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