



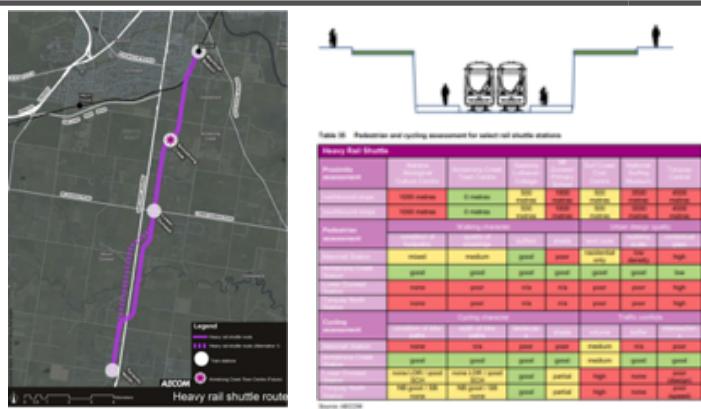
The following is a summary of heavy rail projects directed, managed or supported by current JzTI personnel.\*

### Geelong Commuter Car Parking Study - Geelong VIC

This study for the Department of Transport entailed a seven-station commuter car parking strategy for greater Geelong considering the current and future infrastructure requirements between Lara and Waurn Ponds stations. This included the development of concept design frameworks for each of the seven stations intended to accommodate short term parking demands while enabling incremental transition to more active and efficient uses as demand patterns evolve with the introduction of new technologies and emergence of sustainable connecting transport services.



### Armstrong Creek / Torquay Public Transport Corridor Study - Geelong VIC



This corridor study assessed seven potential public transport technology/alignment combinations for servicing future travel demand and urban development in the Armstrong Creek and Torquay areas. This study included comparison of options against a varied set of evaluation criteria including measures of demand, cost, design and operations through a multi criteria assessment. This analysis also compared the relative quality of the connecting pedestrian and cycling corridors to the various service alignments and potential station locations, accounting for safety considerations and infrastructural constraints owing to co-location with high volume road corridors and rapidly developing housing areas. Heavy rail was one of three main technology alternatives evaluated as part of this process.

### Cardinia Road Railway Station - Melbourne VIC

This project is a built outcome illustrating the principles most reflective of JzTI's approach to transport design. It entailed development of an initial design concept for Cardinia Road station on the Pakenham suburban railway line, encompassing the tasks of station design, bus access, and integration with adjacent development. Given the evolving nature of the station's surroundings, the overarching design principle was to structure the station's car parks within a flexible street network intended to accommodate future pedestrian-oriented development on an incremental basis, which has been borne out through the emergence of a neighbourhood commercial centre aside the station.



### Sydney Metro Walking and Cycling Path - Sydney NSW



The south west extension of Sydney Metro to Bankstown is intended to improve the mobility options available to residents along the corridor. As such, it was determined that a continuous active transport component would support this goal by safely delivering rail patrons to stations through efficient non-motorised means, as well as providing additional local circulation options. Managed through Aecom's Sydney transport team, this project entailed the end to end concept design of a shared use walking and cycling path from Sydenham to Bankstown stations, supported through traffic management/calming measures and treatments to manage conflicts in areas of concentrated activity.

\*includes experience with AECOM prior to establishment of JzTI Australia