

Our Place Inner West

GOING PLACES

An Integrated Transport Strategy
for Inner West

Draft Report





CONTENTS

1. Executive summary	2
2. Introduction	4
3. Inner West transport network and ITS issues	12
4. Future transport network	24
5. Transport vision, values, priorities and principles	28
6. Innovative ideas for the future	68
7. Monitoring progress	74



1 EXECUTIVE SUMMARY

Going Places - An Integrated Transport Strategy for Inner West

Inner West is one of the most liveable places in Greater Sydney. Most services can be accessed within walking distance, and moving around the network of vibrant neighbourhoods is both convenient and enjoyable.

A high number of our residents walk and use public transport to get to places of work, leisure and other destinations compared to the Greater Sydney average. However the growth of Sydney and Inner West is impacting upon our ability to move around. Roads are generally congested during weekday peak periods and weekends, competition for parking is high, there are limited separated cycle paths and there is lack of bus priority on certain roads.

Issues facing Inner West local government area include increasing traffic numbers at certain intersections exacerbated to some degree by major motorway projects in the area, crowding on a number of public transport services in peak periods and poor frequency levels for a number of bus services, competition for different forms of parking on local streets, busy roads and poor quality walking paths on some road sections (such as Parramatta Road).

Why we need a Strategy

Going Places: an Integrated Transport Strategy for Inner West, aims to address these transport challenges and provide strategies and actions that move towards a transport future focusing on active and sustainable modes of transport, and land-use planning approaches to support these modes of transport. It is integrated in that it considers land use and transport as an interconnected system that influences movement and behaviour.

Both aspects need to be considered in planning to make a functional and efficient transport system. It considers the interrelationships between transport modes

It recognises that transport improvements are a journey need to be gradually undertaken and problems cannot be solved overnight. There is no simple solution to resolving our transport issues, and these need to be carefully managed.

Inner West Council's Community Strategic Plan outlines the community's strategic directions and outcomes to achieve our guiding principle:

"To work together in a way that is creative, caring and just."

Of the CSP's 23 outcomes, 14 are directly related to our transport and land use networks. In order to progress these outcomes, Council commissioned a background Transport Study to examine the network, together with its constraints, issues, demands and opportunities. This "Going Places" Strategy is a summary of the outcomes of that study.

The three former Councils that combined to form Inner West had different transport strategies and plans developed consultatively but independently, with different focus on different imperatives. This Strategy reviews them and brings them together in an integrated approach considering Inner West values and ambitions.

What we are going to do

The Strategy proposes a vision for transport in the future focused on active and sustainable transport modes.

It considers important values for the future network and develops

a set of principles. The strategy establishes a hierarchy that prioritises people and sustainable modes of transport over private and polluting vehicles.

For each principle there are key actions Council will undertake, decisions Council can influence, and key projects to progress.

The Strategy focuses its efforts on:

- Creating a transport planning framework that integrates active and public transport in the land uses to support mode shift from single vehicle travel to active and sustainable transport;
- Improving safety for all users, including working towards 40 km/h vehicle speeds throughout Inner West;
- Revitalising our main streets to support sustainable travel and local businesses;
- Implementing active travel improvements to support pedestrians and cyclists;
- Advocating and supporting public transport infrastructure and service improvements;
- Supporting shared transport and smart parking management;
- Managing an efficient freight and goods delivery network freight access; and
- Harnessing technology to improve the network and environmental sustainability outcomes to help Council work toward reducing greenhouse gas emissions to net zero production by 2050.

The Strategy also poses some innovative thoughts for the future that will lead to much improved active and public transport networks for the future.



2

INTRODUCTION

2.1 Inner West

Inner West local government area spans a little over 3,500 hectares and is located in inner Sydney on the western edge of the Sydney CBD. It is framed by the Parramatta and Cooks Rivers and Sydney Harbour and its original inhabitants are the Gadigal and Wangal people. The Local Government Area (LGA) is bounded by City of Sydney to the east, Bayside Council and Canterbury-Bankstown Council to the south and Burwood and Canada Bay Councils to the west.

Inner West Council Estimated Resident Population for 2016 was 191,194 (Profile ID). There were 74,288 dwellings in Inner West LGA in 2016 (ABS Census, 2016 Time Series Profile).

Inner West area is a place of culturally diverse, progressive inner-city communities and neighbourhoods. Parks and open spaces provide places for active and quiet recreation and bushland areas are home to native flora and fauna, including habitat for at least three threatened species.

It boasts a thriving night-time economy, neighbourhoods with unique character and heritage, busy urban centres and vibrant main streets such as King Street, Marrickville Road, New Canterbury Road (Petersham), Darling Street, Rozelle and Balmain, Enmore Road, Enmore, and Norton Street, Leichhardt. It provides a hub for independent arts and artistic communities, attracting artists and knowledge workers to live, work, visit and play in the area.

The majority of Inner West Residents work within close proximity to their place of residence, with 62.4% of residents working in the City of Sydney or Inner West Local Government Areas (Profile ID 2017).



2.2 THE STRATEGIC TRANSPORT CONTEXT

This Integrated Transport Strategy (ITS) presents a significant opportunity to review and build on the plans, studies and projects of the three former Councils (Leichhardt, Ashfield and Marrickville) to identify transport needs and opportunities and projects for the future. It should align with broader NSW Government land use plans and transport strategies and Council's Community Strategic Plan, identifying how these may benefit the locality and identifying where mitigations to manage local impacts may be required.

Relevant State and Local Government land use plans and transport strategies that helped to help to guide the ITS vision, principles, and initiatives.

Future Transport 2056

Future Transport 2056 is a State Government transport strategy that details a number of key transport projects to increase sustainable, public and active transport and use of technologies to improve liveability and support local and regional economies.

Future Transport 2056 establishes a 'Movement and Place Framework' which categorises road space in a way that improves the function and urban design quality of places, and supports the different hierarchy and functions of the road network.

Future Transport 2056 identifies a number of transport projects that will directly impact Inner West including:

Public Transport Infrastructure (0 – 10 years):

- Sydney Metro City and Southwest
- Sydney Metro West
- Victoria Road, Rozelle public transport improvements
- Eastern suburbs to Inner West Rapid Bus Links

Active Transport (0 – 10 years):

- Council partnership program to improve local walking and cycling links and inner Sydney priority cycleway links

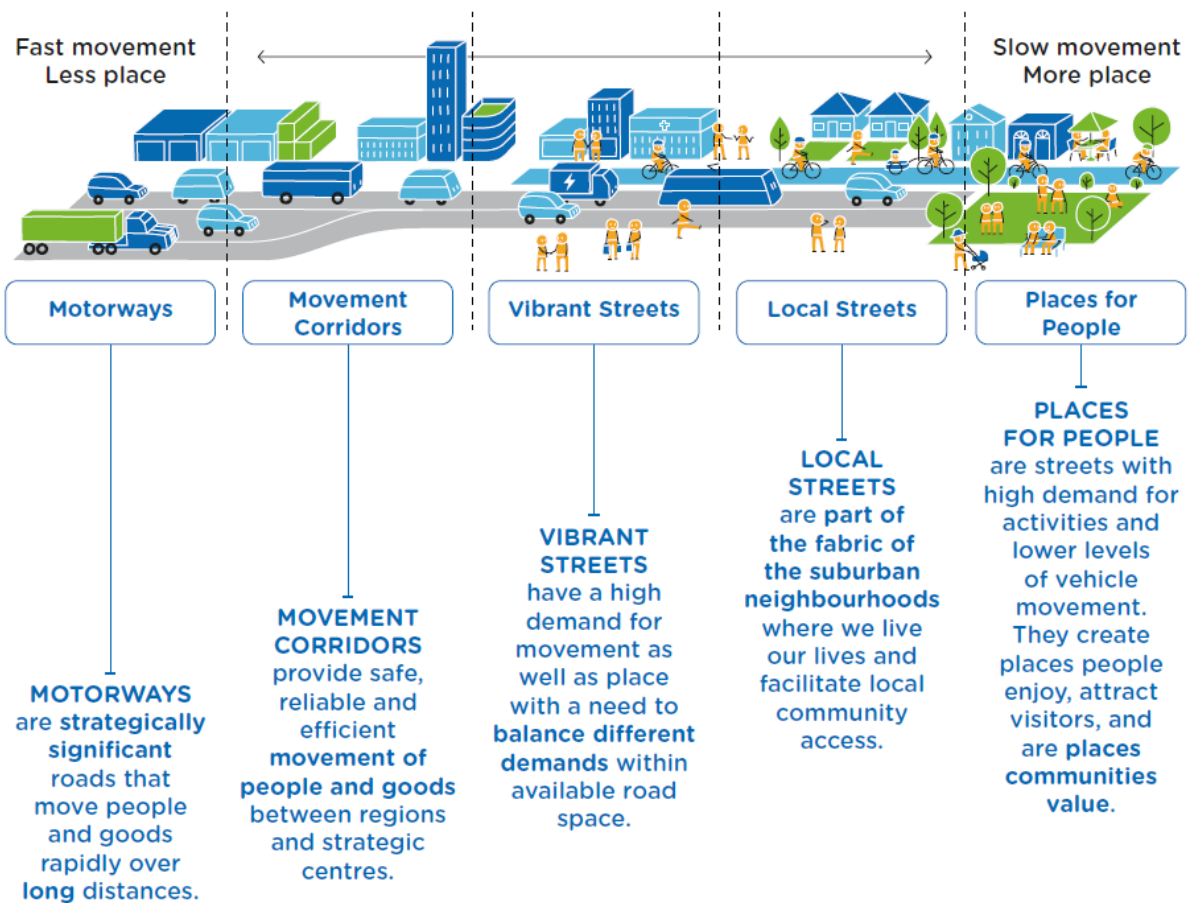
Road Infrastructure (0 – 10 years):

- WestConnex including the M4 extension, M5 duplication, M4-M5 Link, Rozelle interchange and St Peters Interchange;
- Western Harbour Tunnel and Beaches Link

Other Major Infrastructure Upgrades (0 – 10 years):

- Sydney Airport road upgrades; and
- Duplication of Port Botany Freight Line.

The Movement and Place Framework



Future Transport 2056 - Implications for IWC ITS

- Investment in public and active transport by State Government will improve access to public and active transit for residents and workers;
- Opportunities arise for Inner West Council to connect local pedestrian and cycling networks to major transport hubs;
- Inner West Council should advocate for increased train frequencies and speeds, and for stopping some express train services at Ashfield platforms 1 and 2;
- Inner West Council should advocate for more frequent and direct bus services between mass transit stops and residential and employment areas and centres; and
- Inner West Council will need to develop Road Hierarchy Plans to mitigate negative traffic impacts from freeway-based projects and improve public domain outcomes for vibrant and local streets. This involves re-allocating road space to active and public transport.



Eastern City District Plan

The Eastern City District Plan is a state-level planning strategy that provides a 20 year vision to manage growth for the Eastern City District of Sydney. The Eastern City District incorporates Strathfield, Burwood, Inner West, City of Canada Bay, City of Sydney, Woollahra, Waverly, Randwick and Bayside Councils. The Eastern City District Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies.

The Eastern City District Plan supports a '30 minute city'. A 30-minute city is where most people can travel to their nearest metropolitan centre or cluster by public transport within 30 minutes; and where everyone can travel to their nearest strategic centre by public transport seven days a week to access jobs, shops and services.

The Eastern City District Plan also supports a '10 minute walkable neighbourhood'. This means that residences are within a 10 minute walking distance of local centres, with access to services.

Eastern City District Plan - Implications for IWC ITS

- Invest in and support active and public transport that better connects people to jobs, shops and services; and
- Collaborate with neighbouring Councils and State Government to establish and support active and public transport networks to strategic locations.

Previous Local Transport Plans

Transport Plans

Prior to the creation of Inner West Council, the former Leichhardt and Marrickville Councils produced Transport Strategies and Plans, including:

- Leichhardt Integrated Transport Plan (2014 – 2021)
- Marrickville Integrated Transport Plan (2007).

The transport plans have consistent messages to support and encourage more walking, cycling and public transport use. The general outcome is to improve conditions for people living and working in the respective localities.

Modal Plans

The former Ashfield, Leichhardt and Marrickville Councils also produced modal plans including:

- Ashfield Pedestrian Access and Mobility Plan (2016); the framework for pedestrian network improvements including footpaths and crossings;
- Leichhardt Bike Plan (2016); a plan to expand and enhance the bicycle infrastructure to support more bicycle riding;
- Marrickville Bicycle Strategy (2007), with similar aims to the Leichhardt Bike Plan.
- Car Share Policies; and
- Each former Council had a documented car share policy and each Council supports car share as a means to reduce car parking demand and improve sustainability.

Local transport plans and policies - Implications for IWC ITS

- Each former Council's commitment to sustainable transport choices, accessible travel and healthy lifestyles should be reflected in the ITS;
- A well-connected cycling network separated from high speed and high volume traffic within the LGA and to regional destinations will help alleviate safety concerns; and
- Car share policies are already in place in much of the LGA and should be consolidated.

Inner West Council's Community Strategic Plan

The Community Strategic Plan (CSP) was produced by Inner West Council with active community input to identify a vision of how Inner West Council might best evolve to satisfy community needs over the next two decades. The plan implementation will involve collaboration with key stakeholders and Council has committed to reporting back to the community every four years on progress.

The CSP identifies a number of strategic directions and outcomes that Council will strive to achieve, and the Integrated Transport Strategy will assist in achieving these outcomes.

STRATEGIC DIRECTION	NO.	OUTCOME
1: An ecologically sustainable InnerWest	1.1	The people and infrastructure of Inner West contribute positively to the environment and tackling climate change.
	1.4	Inner West is a zero emissions community that generates and owns clean energy.
	1.5	Inner West is a zero waste community with an active share economy.
2: Unique, liveable, networked neighbourhoods	2.1	Development is designed for sustainability and makes life better.
	2.3	Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings.
	2.5	Public transport is reliable, accessible, connected and enjoyable.
	2.6	People are walking, cycling and moving around Inner West with ease.
3: Creative communities and a strong economy	3.3	The local economy is thriving.
	3.5	Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained.
4: Caring, happy, healthy communities	4.1	Everyone feels welcome and connected to the community.
	4.3	The community is healthy and people have a sense of wellbeing.
	4.4	People have access to the services and facilities they need.
5: Progressive local leadership	3.3	Partnerships and collaboration are valued and recognised as vital for community leadership and making positive change.
	3.5	Government makes responsible decisions to manage finite resources in the best interest of current and future communities.







3

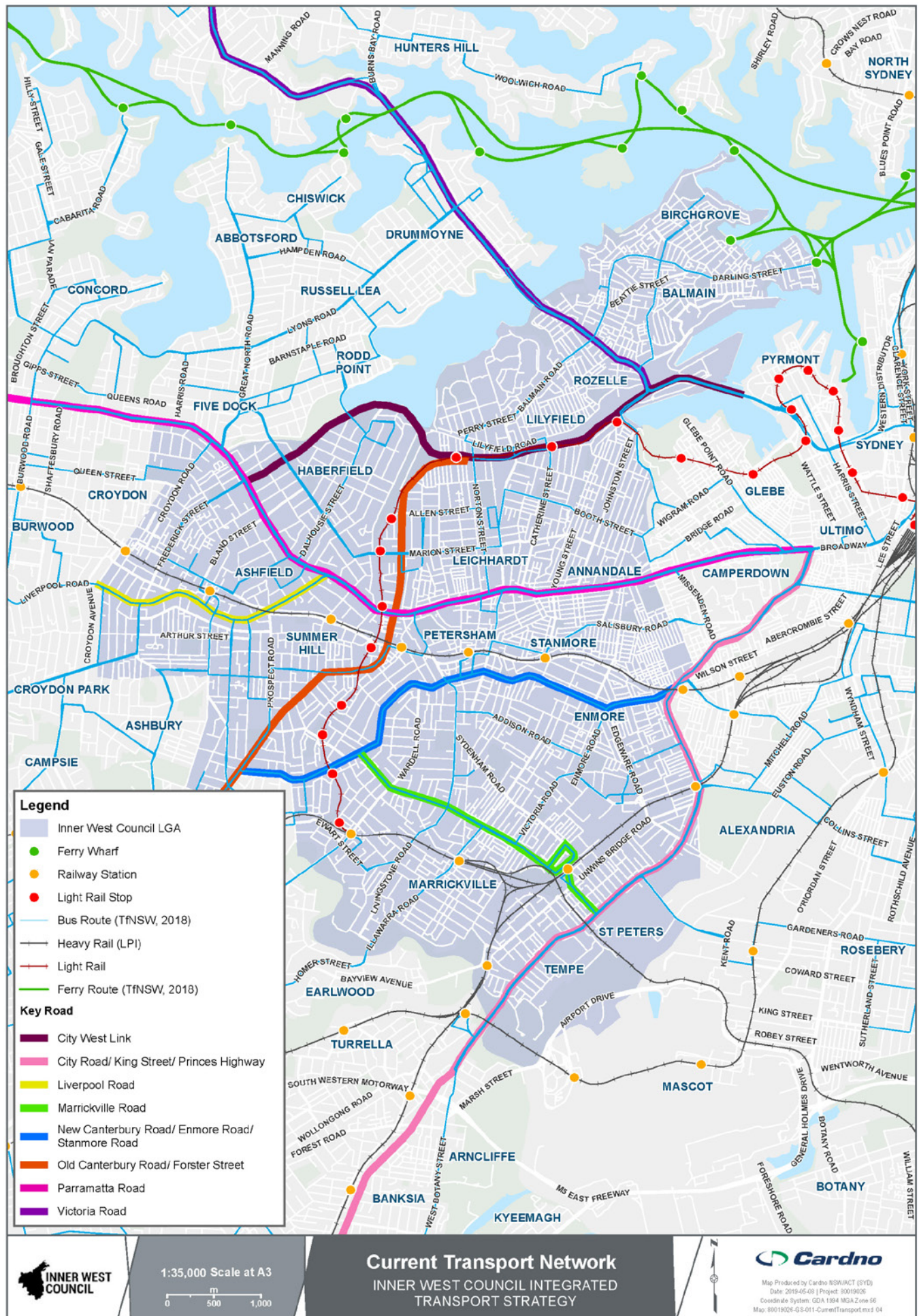
INNER WEST TRANSPORT NETWORK AND ITS ISSUES

Inner West transport network facilitates trips to, from and within the area, and carries significant ‘through movement’ trips as people travel between greater Sydney and the Eastern Harbour CBD.

Inner West’s transport system includes walking and cycling paths, roads, rail lines and ferry wharves. A number of transport modes rely on the road network, including buses, bicycles, private cars, taxis/ride share and trucks and delivery vehicles.

The public transport networks and key roads are shown on Figure 3.1.

Figure 3.1



3.1 ROAD NETWORK

Roads encompass the majority of the transport network, and their finite space needs to be balanced between transport modes, and between movement, place and access functions. Within Inner West's established road network, improving space or priority for one transport mode or road user means that another might experience increased delays or reduced function.

Major roads corridors in Inner West include Parramatta Road, Victoria Road, New Canterbury Road/ Stanmore Road/ Enmore Road, the City West Link and the Princes Highway. These roads have speed limits up to 60km/h through Inner West.

Major roads have many competing demands for their space, with the major issue being mainly east/west traffic passing through Inner

West taking up the majority of road capacity. Public transport and cyclists must compete for space amongst traffic, and little space is left for pedestrians. Where major roads pass through centres there is multiple demand for parking spaces, and oftentimes businesses struggle due to poor pedestrian environments.

It is important to remember that many thousands of people travel through Inner West on the Main Suburban T1, T2 and T9 rail lines. If they switched to driving instead of catching the train, Inner West road congestion would substantially increase.

Local roads make up the majority of Inner West road network. They are used mainly to access residential land uses, and connect to the major roads. They are

generally safer environments for walking and cycling as most local roads have a speed limit of 40 - 50 km/h. However there are competing demands for kerbside parking, space for cyclists, pedestrian movements and access to bus stops. Buses may find local roads difficult to navigate and cyclists feel streets crowded with parked cars are unsafe due to the risks of being 'doored' by exiting passengers.

Car ownership is generally lower in Inner West, and people tend to catch public transport more than in other parts of Sydney. Local traffic congestion is an issue generally caused by local trips and in peak periods important local roads are approaching saturation point.

3.2 PARKING

Public on-street and off-street parking is provided by Council for the benefit of the community, and managed to support specific land uses or functions. On key roads, parking may be restricted at peak times through clearway management to facilitate additional traffic capacity. Outside of these key corridors, on-street parking is either unrestricted or managed through short-stay duration restrictions during business hours. There are

often competing demands for space between traffic flow and kerbside parking, as well as space for pedestrians and cyclists, which is a significant issue in key centres.

Private parking provision is governed by Council's statutory parking policies. These regulate the supply of parking as part of new developments to meet the land use and transport goals. There is a strong perception that lower parking provision in new

developments exacerbates parking competition on the streets.

Parking space dedicated for accessibility, carshare vehicles, motorcycles, scooters and bicycles, prioritises these transport needs and modes above general vehicles to help balance the supply and availability of different parking needs.



3.3 PEDESTRIANS AND CYCLISTS

Active transport modes such as walking and cycling are environmentally sustainable and have substantial health and social benefits. Active transport has a lower mode share than desired and there may not be enough infrastructure, connectivity to destinations, end-of-trip facilities, crossing points, and amenity to encourage people to make more walking and cycling trips.

In Inner West, the local road network and accompanying footpaths generally provide a comfortable walking experience. These roads have low traffic volumes and offer a high level of amenity for people on foot. In some residential areas local roads can be dark at night, with limited passive surveillance from active street frontages. There are strong active transport desire lines radiating from transport nodes such as light rail stops and train

stations to residential and employment areas. Other desire lines occur between local centres and the residential areas that surround them, as well as to community facilities, such as schools and public open space.

The biggest barriers in the walking network are railway lines and arterial roads like Parramatta Road, Victoria Road and City West Link, where pedestrian crossing wait times can be longer than a minute and there are large distances between formal crossing points. High traffic volumes and speeds on these roads also produce noise and air pollution, and affect safety and amenity. Continuous footpaths, shaded streets, accessibility to public transport and safe crossing locations all contribute to the walkability of a neighbourhood.

The cycle network in Inner West mainly consists of

mixed traffic routes of varying difficulty. Infrastructure on these routes typically includes bicycle stencils and wayfinding signage. Recreational shared paths are also located on the Balmain Peninsula in the north and around the Cooks River in the south of Inner West, and north-south along the Greenway (along Hawthorne Canal)

The cycling experience varies throughout Inner West. Local roads generally provide safe, comfortable and low speed environments, whereas infrastructure is often disconnected in higher speed environments such as on Parramatta Road. While the major roads are often the most direct routes through Inner West, they generally don't have separated cycling infrastructure, which affects cyclist safety and amenity in these high speed, high volume environments.

3.4 PUBLIC TRANSPORT

Public transport is an efficient means to move people. Public Transport also plays a significant role in helping an economy function by transporting workers and goods to access markets and services, facilitating trade and making efficient use of resources. In Inner West, public transport includes several train lines (T2 Inner West & Leppington Line, T3 Bankstown Line, T4 Eastern Suburbs & Illawarra Line, and T8 Airport & South Line), the Dulwich Hill Light Rail Line, a comprehensive bus network, and three ferry routes. Crowded trains are experienced at peak times on all lines, and the light rail is crowded during peak periods. Frequencies at local stations can be poor for an inner city environment, and the T2 line operates at lower frequencies on weekends.

Numerous bus routes service Inner West, including five

express services, 12 night rider services, four metro bus services and five limited stops services. Parramatta Road and Victoria Road are major bus corridors. While Inner West is generally well supported by bus stops, some of these reduce the effective width of the footpath due to the position of the structure or integrated advertising. There are a few areas that are outside of a five-minute or 400 metre walking distance to a bus stop, including in areas in Marrickville South, Dulwich Hill, Haberfield and Lilyfield. The bus network can be complex and confusing, deterring patronage for some people and ease of multi-route trips. The high number of bus routes means that buses are allocated across many routes at low frequency, rather than fewer routes at higher frequencies. All of these factors deter a number of commuters from utilising buses for their journeys.

Bus stops are already located at most Inner West train stations and light rail stops, but there is little integration between the heavy rail and the light rail lines. The three ferry wharves that serve Inner West are not well connected with other public transport services. Only Balmain East wharf has adjacent bus stops. Providing pedestrian and cycling connectivity and way finding to and from stations and stops would improve the accessibility and attractiveness of public transport journeys.

There are a number of heavy rail stations in Inner West LGA (Dulwich Hill, Stanmore, Lewisham, St Peters and Petersham) that do not accommodate access for people with disabilities. This places great limitations for people with disabilities to live within centres and reduces their independence.



3.5 COMMUNITY AND ON-DEMAND BUSES

The Leichhardt Local Link is a free community bus connecting between local services such as Leichhardt Park Aquatic Centre, health services, transport services, community facilities, shopping precincts and high streets.

On-demand buses, with a capacity of approximately 15 to 20 people, are smaller than standard buses, making them more manoeuvrable on narrow streets and reducing their operating cost. On-demand buses are

operating within Sydney by Transit Systems, with services connecting between Rhodes, Concord, Mortlake, Breakfast Point, Cabarita, Canada Bay, Burwood and Strathfield.

3.6 SHARED TRANSPORT AND TAXIS

Car share decreases the need for some people to own a car and can therefore reduce parking demand and traffic generation. They can assist in reducing traffic congestion as a price signal is understood at the time of use. Car share differs from traditional car hire in that cars can be used in half-hour increments, and are generally located near to where people live and/or work. Dedicated on-street or off-street (sometimes within new developments) car share

spaces are often referred to as pods and nearly 190 are provide throughout Inner West by GoGet and Car Next Door. Over the past ten years, car share usage in Inner West has grown by an average rate of over 35% per year (Kinesis, 2018).

Rideshare and carpooling also provide transport options that reduce single occupancy vehicle trips. Organised through smart phone apps, these transport services

increase pick up and drop off activity in local centres, urban hubs and main streets.

Kiss and Ride zones are located at Ashfield Station and Summer Hill Station. They are specifically intended to serve a passenger interchange function. On-street taxi zones are provided on an as needs basis near land uses and precincts that generate a notable demand.



3.7 HEAVY VEHICLES

The vehicle routes that allow through movement for heavy vehicles in Inner West are located on Parramatta Road, Princes Highway, City West Link, and Victoria Road, and provide heavy vehicle access from Port Botany to other areas of Sydney.

Port Botany is Australia's largest container port, and is located south-east of Inner West. The port's Cooks River intermodal freight facility is connected to Inner West and beyond via Sydenham Road and Parramatta Road. Where heavy vehicles wish to leave

the major road network and access local destinations problems can arise. Local streets in Inner West are not designed for heavy vehicles, and vulnerable road users feel unsafe.

3.8 LOADING AND SERVICING

On-street loading zones contribute to economic activity; however, there can be conflicts between pedestrians and the movement of goods between vehicles and the serviced land use. On-street loading zones provide the opportunity for vehicles to service several nearby properties, thereby potentially reducing vehicle movements and reducing

the environmental impact of freight movements. On-street loading zones are provided in locations that service existing developments and precincts that do not have on-site loading facilities. New developments that have significant service and delivery requirements are generally required to provide an on-site loading bay or bays

sufficient for the needs of the land use. Many established businesses are reliant on rear laneway space for loading and servicing.

A dedicated Freight line runs from Port Botany to Enfield through the Innerwest. A part of its route is positioned adjacent to the T3 Bankstown passenger rail line.

3.9 MAJOR PORT INFRASTRUCTURE

The White Bay Cruise Terminal is a terminal for Cruise Ships on Sydney Harbour, at approximately 3,500m² in area. The Terminal has a 160 car capacity car park

with 4,500sqm hard stand wharf area and can berth up to two cruise ships at any one time. The Cruise Terminal operates 24 hours, 7 days a week. Between 2016-17, 117

cruise ships visited White Bay, compared to 227 cruise ships at the Overseas passenger Terminal at Circular Quay.



INNER WEST POPULATION TRAVEL BEHAVIOUR

Household Travel Survey

The Household Travel Survey (HTS) collated by the Transport Performance and Analytics (TPA) division of Transport for NSW provides indicative travel behaviour information from dwellings across the Sydney Greater Metropolitan Area (GMA). Samples of residents provide detailed travel information over a typical weekday. The data is up-scaled to provide a snapshot of travel patterns of LGAs. Key snapshot data comparing Inner West to the Sydney Metropolitan area is shown below.

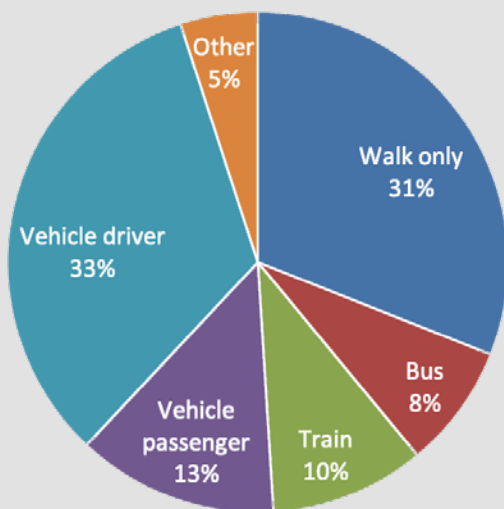
	Inner West Council LGA	Sydney
Estimated Residential Population (2017)	194,600	5,131,300
HTS estimated population (2016 - 2017)	185,150	5,877,400
Trips per typical weekday	717,000	22,101,600
Households	74,000	2,185,180
Area (km ²)	35	26,779
Average people per household	2.5	2.7

Average vehicles per household	1.2	1.7
Average vehicles per person	0.5	0.6

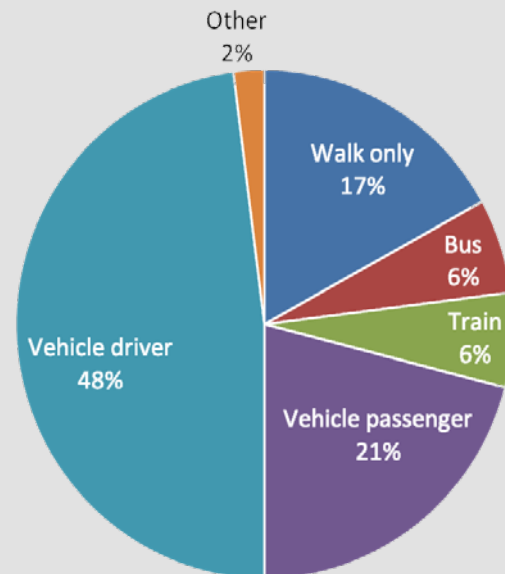
Household Travel Survey data for Inner West Council LGA (2016/2017)

Source: HTS 2016/17 / Inner West LGA Estimated Resident Population from ID Profile

HTS mode share for Inner West residents (2016/2017)

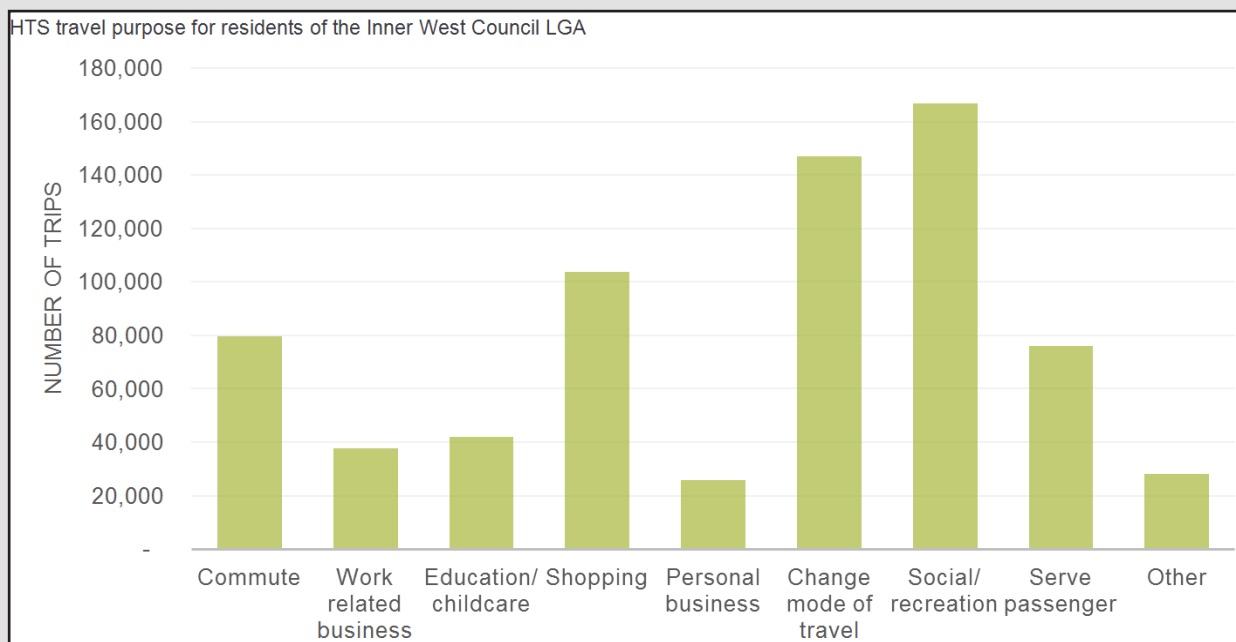


HTS mode share for Sydney residents (2016/2017)



Source: HTS mode share

The diagram above shows the differences in travel mode choice for Inner West residents compared to the rest of Sydney. Inner West residents tend to drive significantly less, and walk significantly more, than residents in other parts of Sydney. Public Transport usage is 66% higher for trains, and 33% higher for buses in Inner West.



Source: HTS 2016/17

**Change of mode means change in mode of trips e.g. walk to bus stop, then catch a bus to school. Walk to bus stop. Purpose is a change in mode*

The diagram above shows the type and number of different trips taken in Inner West. Commuting trips form a smaller proportion of trips, but they all tend to happen at the same time. On average, trips made for commuting are shorter in length than equivalent trips made in the Sydney metro area. Trips for social and recreation purposes are the most significant type of trip undertaken in Inner West.



Local Trips

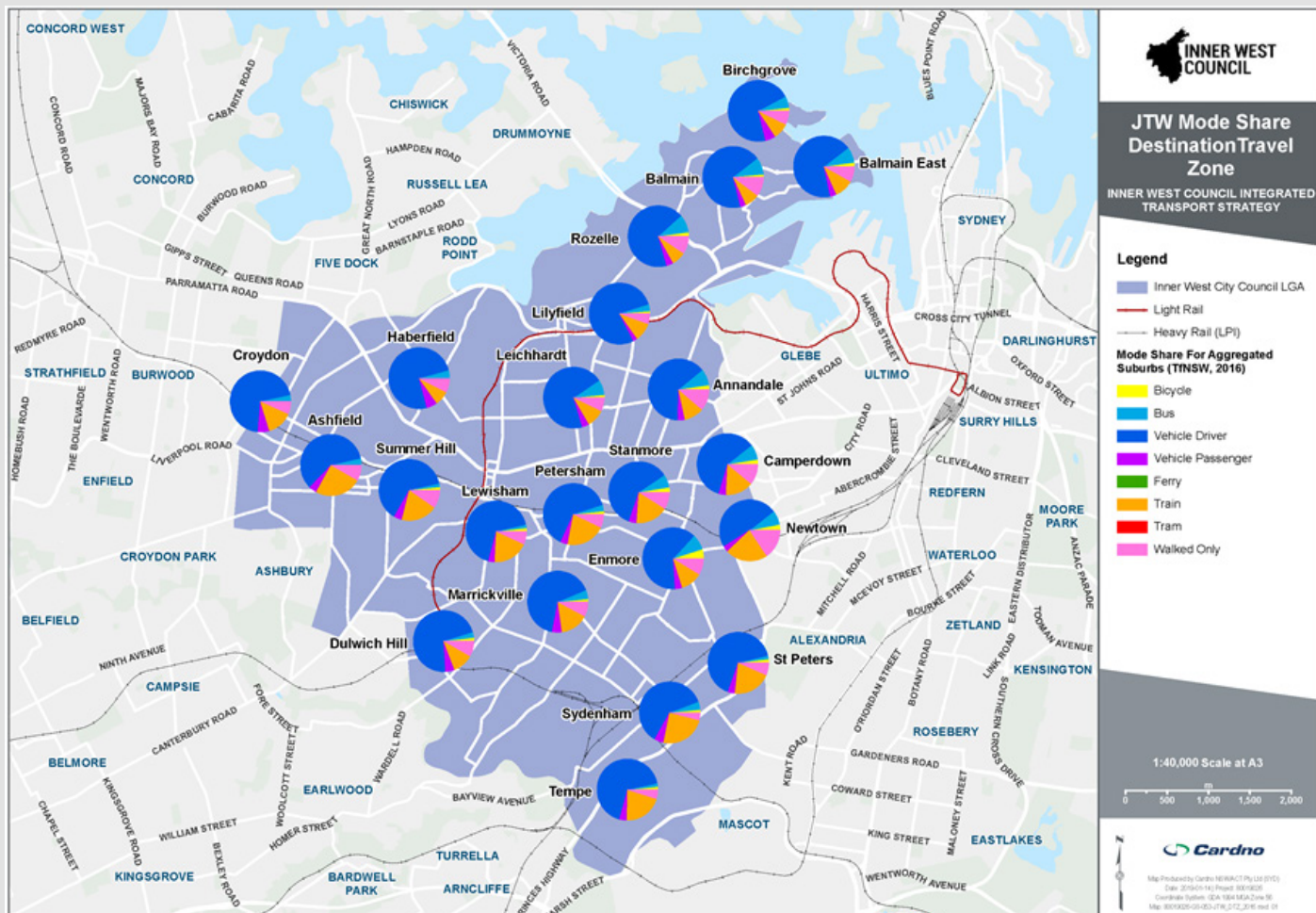
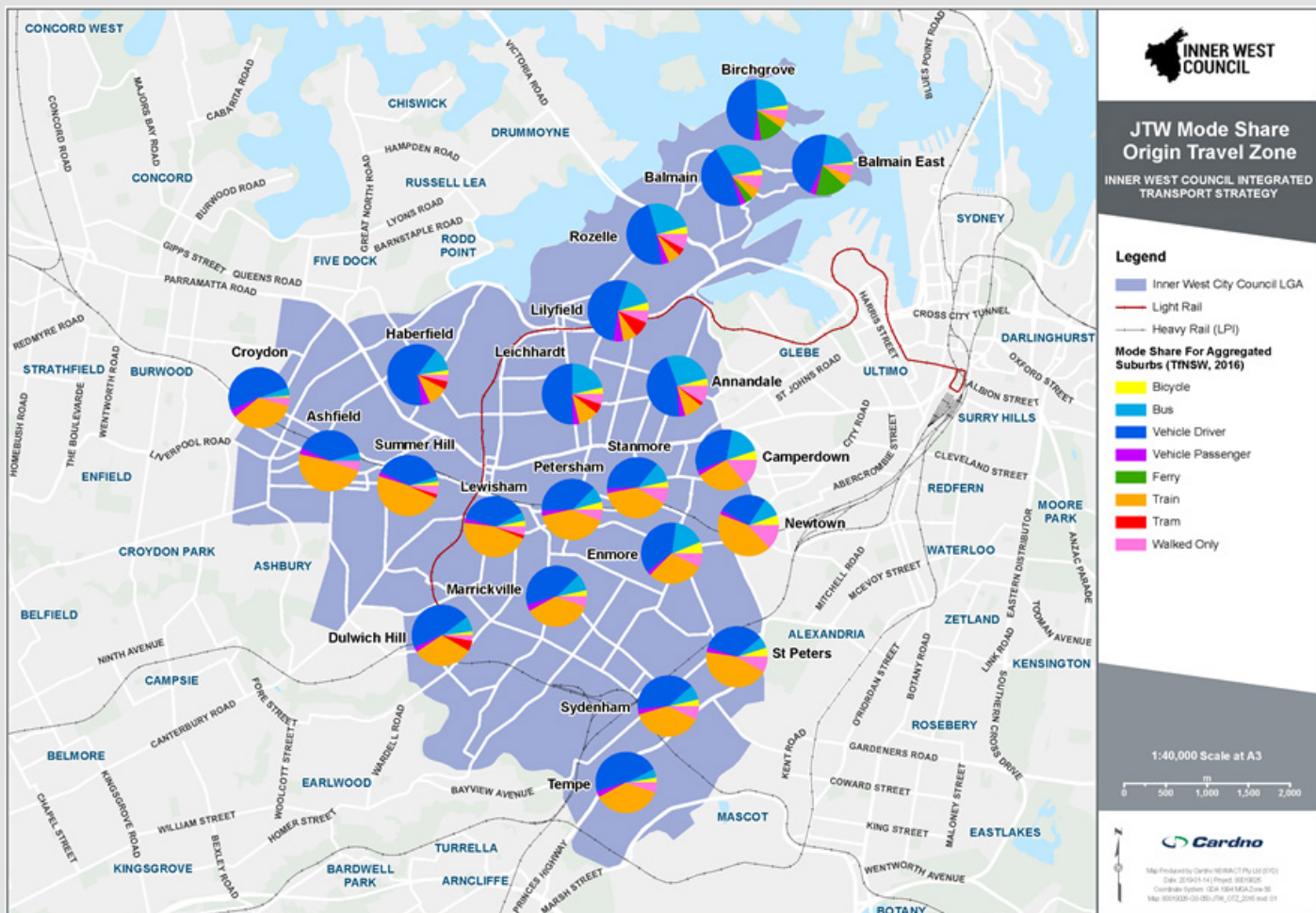
With local centres, schools, open space and transport facilities spread across Inner West, many trips that residents make start and finish either within the LGA (or within close proximity to the boundary of the LGA). Of the 62,354 people employed in Inner West, approximately one third also live in the LGA, equating to 19,543 people (id.community). Trip distances for various trip types also reflects that on average, journey distances are comparatively small.

Travel to Work

Journey to Work is representative of approximately 11% of all daily trips (commutes). As a large portion of these occur in a small-time span contributing to high transport network demands for relatively short periods of time, this is a notable trip purpose.

For residents of Inner West, using public transport to access places of work is growing in demand. Train customers have grown by 63% and tram and ferry customers have grown by 120% since 2006. Private vehicle driver mode share is steadily increasing as the population increases, so too are active transport modes such as walking and cycling, which have increased by 10% and 84% respectively.

The number of Inner West residents who are working from home in 2016 has increased by 32% since 2006, reflecting technology advances that allows more people to work remotely.





A vertical photograph of a residential street. In the foreground, the rear of a dark grey SUV is visible, parked on the side of the road. A concrete planter with purple flowers sits on the sidewalk in front of the car. The background shows more parked cars, green trees, and a residential building under a clear sky.

4

FUTURE TRANSPORT NETWORK

Growth in people and jobs

Growth in people and jobs will result in increasing demands to the transport network. Inner West is steadily growing with regards to residents and the number of dwellings, at around 1% or 1,000 dwellings per annum.

The populations of surrounding LGAs however are growing at a quicker rate. In addition, ABS statistics indicate that between 2006 and 2016, the number of families with children has grown by 21%.

In the next 20 years, it is estimated that the population of Inner West will grow by 22% to around 232,100 residents. Similarly, the number of dwellings in Inner West will grow by 3%, with an increase of approximately 1,000 new dwellings per year over 20 years.

Table 4.1 Inner West population projection

	2011	2016	2021	2026	2031	2036
Total Population	180,300	190,500	201,950	210,700	221,700	232,100
Total Households	76,000	80,250	85,000	88,950	93,850	98,750
Average Household Size	2.31	2.31	2.31	2.30	2.29	2.27

Source: Department of Planning and Environment population projections (2016)

Based on current daily trips across all modes of approximately 717,000, in 2036 there could be up to 900,000 daily trips. These trips and additional trips created by employment increases and through-movement increases show that a new approach will be required to accommodate this. Inner West must work with transport providers and stakeholders to accommodate the majority of these new trips on active and sustainable transport modes.

Future transport plans

A number of major transport projects are proposed for the region impacting Inner West. Their impacts must be managed and we must plan land uses to support their role in increasing public and active transport usage to support the local population and economy.

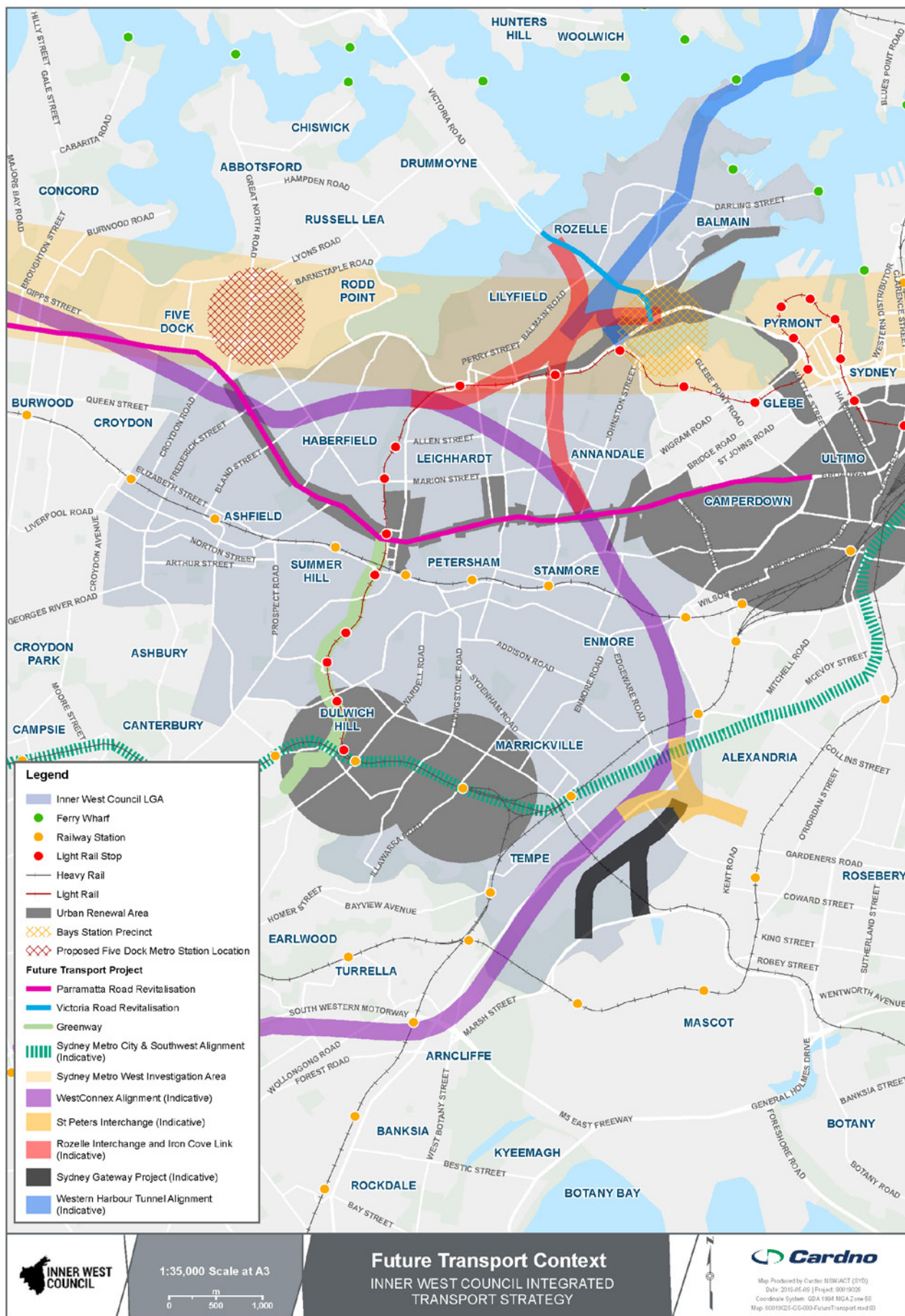
The WestConnex Motorway tunnel project is likely to generate more traffic through Inner West and central Sydney by facilitating more direct routes to the city, airport and south west from the west. Even though the traffic will be in tunnels, it will generate significant traffic increases locally near motorway access points. Air quality near tunnel exhaust stacks also is likely to reduce. The opportunity for traffic to be redirected off Parramatta Road must be achieved, in order to revitalise Parramatta Road and achieve a better environment and appropriate infrastructure for pedestrians, cyclists and public transport.

The conversion of the Bankstown Line to Metro standards may provide an increased frequency, however with no Metro Station proposed at St Peters local train trips may be reduced and result in more people choosing to drive for local trips. The cycleway originally proposed beside the Metro line has also been removed from the project by State Government

The proposed West Metro between Parramatta and Sydney CBD Station via Five Dock and the Bays Precinct may attract some passengers from the T1 train line. It is also proposed to pass under Inner West with no stations between Five Dock and the Bays Precinct at the time.

The Sydney South West Metro will also free up capacity on the T2 Inner West Line, as trains will no longer have to share tracks with the Bankstown Line when converging toward the city stations, enabling more train services to run on this line and carry more capacity for Inner West passengers to and from the city. The Port Authority of NSW is proposing a multi-user facility at Glebe Island. The multi-user facility would involve the construction and operation of a multi-user facility for the import, storage and distribution of dry bulk materials (e.g. sand and aggregates) at Glebe 1 and 2. It would operate 24 hours per day, seven days per week as required.

Figure 4.2 Key planning transport projects







5

TRANSPORT VISION, VALUES, PRIORITIES AND PRINCIPLES

5.1 INITIAL STAKEHOLDER CONSULTATION OUTCOMES

The transport vision, values, hierarchy and principles were developed to align with Council's Community Strategic Plan and through consultation with a wide range of Council stakeholders for various departments.

Key messages from the Council stakeholder consultation included:

- Housing and employment density is forecast to increase in Inner West;
- The transport network should offer everyone the legal right of access, irrespective of ability;
- Transport must support social inclusion and a sense of community;
- Transport should have minimal negative impacts on the environment, IWC has made strong resolutions regarding climate change and seeks to be a leading Council in Australia in regard to climate change;
- Active transport should be prioritised in the LGA and placed higher in the road hierarchy than private vehicles as it can achieve higher movement of people;
- Bicycle infrastructure requires improvement to encourage more bicycle trips for everyone;
- The Greenway and supporting links could help facilitate more school students accessing school by active transport;
- The state government should improve all public transport within and operating through Inner West;
- There are capacity constraints in the public transport network during peak periods;
- The bus network could be simplified and better support north-south trips;
- Delivery and freight and the interaction with users in the transport network needs to be accommodated safely with minimal disruption to the movement of people; and
- Technology and innovation should be leveraged to improve urban conditions and transport outcomes for the LGA.

Following Council consultation a collaborative approach was used to develop and refine the Vision, Core Values and Principles. These are discussed in the following sections.

INNER WEST TRANSPORT FRAMEWORK

CSP Outcomes

The Community Strategic Plan outlines numerous outcomes Inner West aspires to

Transport Vision

A future transport vision has been developed to guide our thinking about how we will connect in the future

Values

Six Values have been developed to ensure we understand what is important as we plan and build our future transport network

Priorities

We will prioritise people and active transport first, followed by public transport, then service vehicles and finally private vehicles

Principles

Seven Principles, or Themes, have been developed to group strategies, actions, plans and projects together.

Projects

Each principle has a key project associated with it, and a number of plans and actions will ensure the implementation of the principle.

5.2 VISION

Growing numbers of Inner West residents, workers and visitors prefer to walk, cycle and use public transport because it is safe, convenient, enjoyable and healthy.

Everyone is connected to their community and local services, and can access educational, retail, cultural and recreational districts, as well as jobs and services across local and regional areas.

The transport network enhances local economic vitality, with freight and goods movements separated from people by space and/ or time.

The transport vision establishes a future in which Inner West residents are moving efficiently and easily to reach places of work, residence, leisure, education and other destinations. People are spending their time more productively and meaningfully, instead of experiencing long and uncomfortable commutes. The vision prioritises transport infrastructure that does not negatively impact on the natural environment and frees up road space for people to enjoy their environment and connect to places and each other. It also supports local and regional economies, reducing competition and conflicts between deliveries and other road and land uses.

5.3 VALUES

The transport network must be developed to achieve its values, irrespective of mode or technology advancements. The six values for Inner West's transport network are:

Transport projects that fit these values will be financially and environmentally sustainable.

SAFE

Everyone is, and feels, safe at all times and the network is designed to support the safety for all users, especially vulnerable users.

JUST

Transport is accessible, affordable and inclusive, without barriers, regardless of ability.

TRUSTWORTHY

Transport in Inner West can be relied upon for all types of trips. It is resilient to climate change and responds to changing needs.

CLEAN

Transport will enhance the local and global environment and progress towards zero carbon emissions.

COMFORTABLE

There is enough space for people on their journeys, and the system is legible and easy to navigate.

VIABLE

Transport is effective and efficient for the customer and the provider, and supports local economies

The values are the basis for all transport decisions we make from a policy and strategic level right down to the individual infrastructure project. If a transport project does not align with our values, then it is likely not a sustainable project, financially or environmentally. It centres on the idea that our transport infrastructure must protect our vulnerable users, is universally accessible, brings us to places in a reasonable time frame, does not adversely impact on the natural environment, is easy to use and navigate and continues to support our thriving economies.

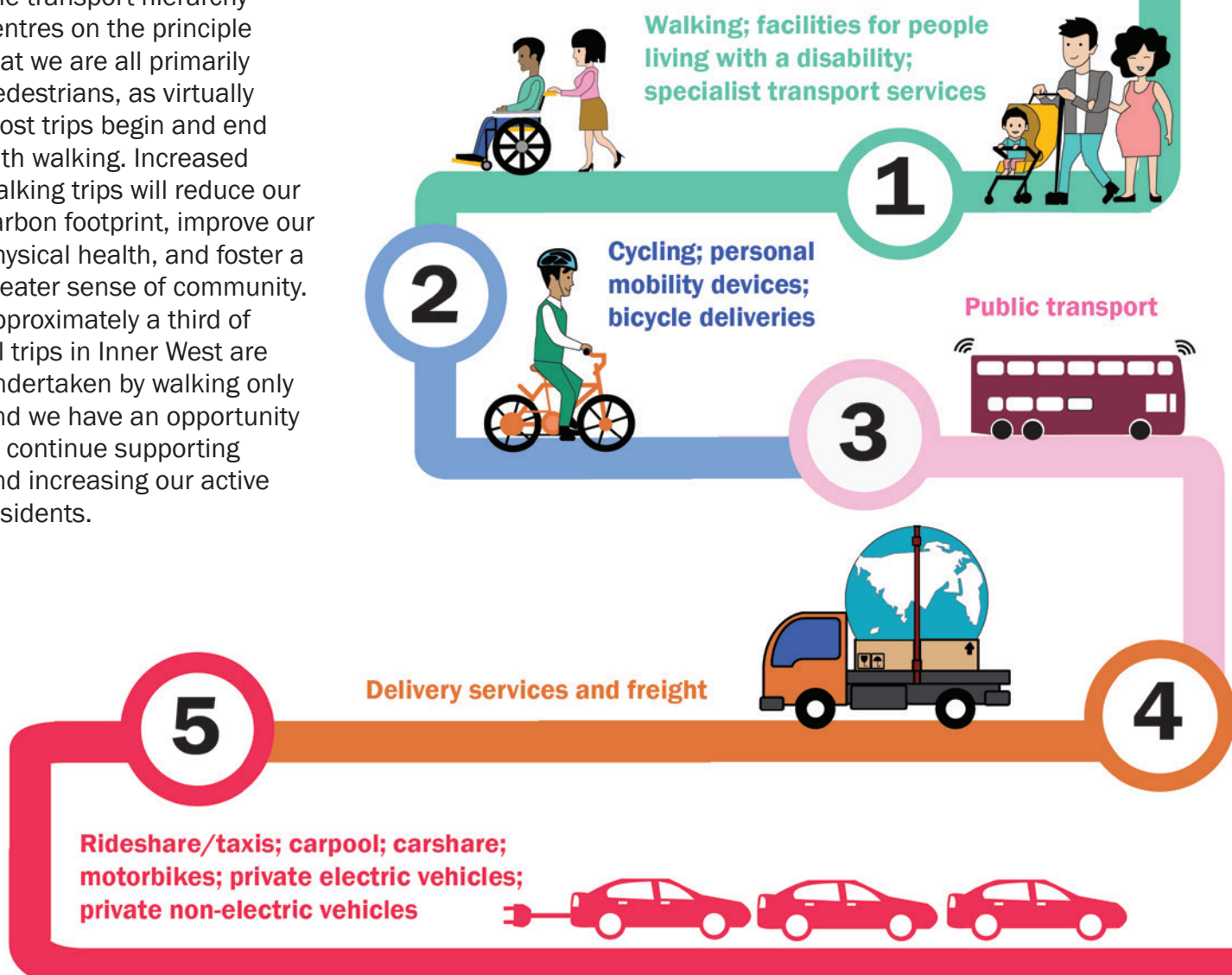
5.4 PRIORITIES

Inner West transport hierarchy, shown below, has been prioritised to maximise benefits for people, with active transport, along with facilities for people living with a disability and specialist transport services that will support vulnerable persons such as older people, at the top of the hierarchy. Within the category of private vehicles and taxis, modes are further split to prioritise those that support shared use of vehicles, encourage reduced car ownership and limit environmental impacts.

The transport hierarchy centres on the principle that we are all primarily pedestrians, as virtually most trips begin and end with walking. Increased walking trips will reduce our carbon footprint, improve our physical health, and foster a greater sense of community. Approximately a third of all trips in Inner West are undertaken by walking only and we have an opportunity to continue supporting and increasing our active residents.

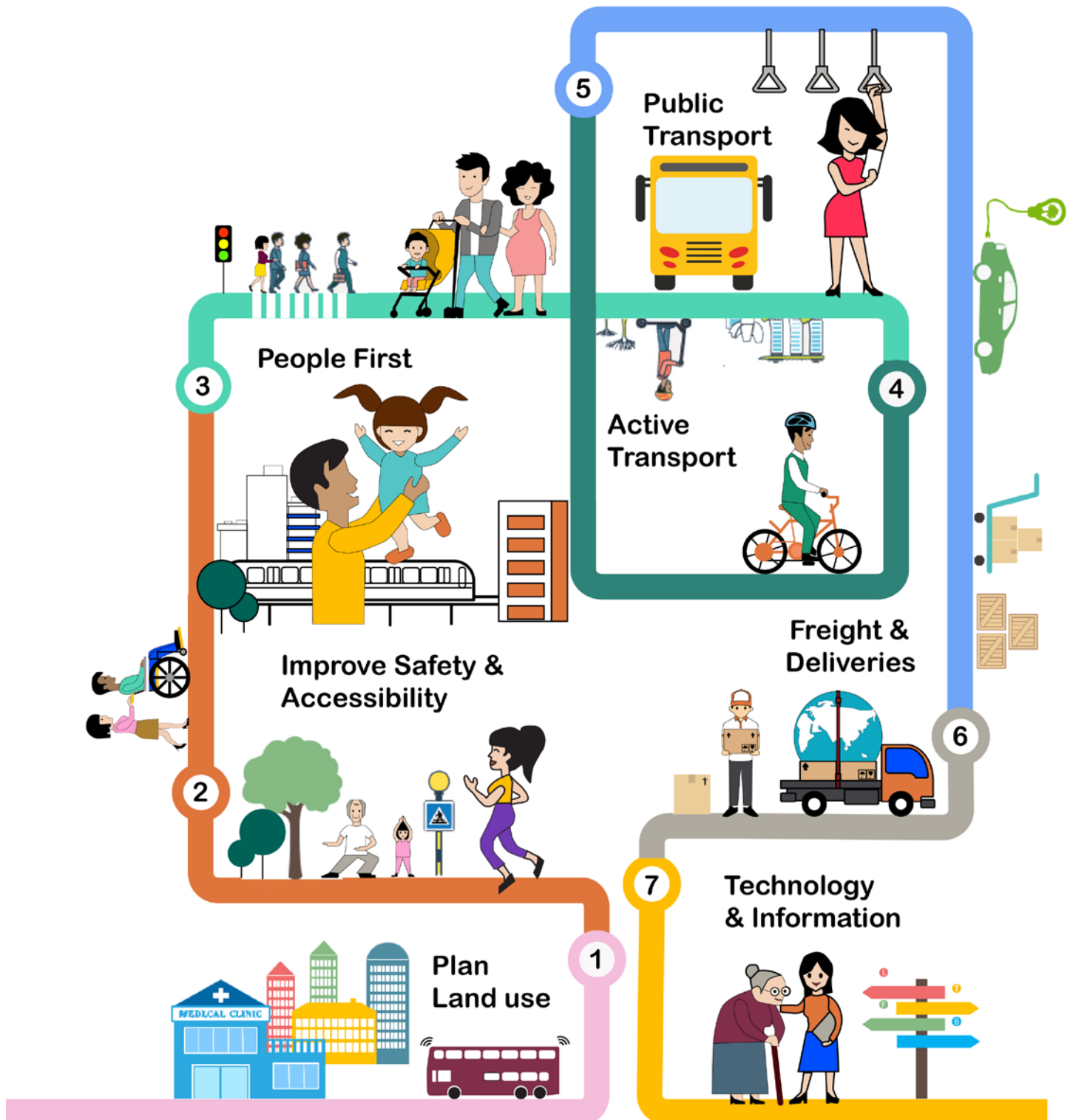
As we have generally prioritised individual car based transport over the last 50 – 60 years the outcomes for active and public transport have not always resulted in safe convenient options, especially for longer commutes. As traffic continues to congest our road system, making us unhealthier and polluting our natural environment, a shift to prioritising walking, cycling and public transport is needed to improve ecological, safety and health outcomes.

To increase walking, cycling and public transport use, major investment in supporting infrastructure must occur to make these modes of travel more attractive, safe and convenient or our travel behaviours are unlikely to change. By prioritising the movement of people over the movement of vehicles, we can free up road space for those that really need to use this mode of travel out of necessity, including deliveries and emergency transport.



5.5 PRINCIPLES

The seven principles follow from the Community Strategy Plan, the vision, values and the model hierarchy. The outlines below provide more detail for each principle which is supported by proposed actions.





1. Plan land use to support active and sustainable transport for reduced travel times and distances

Integrated Land Use and Transport Planning

Reducing the time and distance spent travelling to and from Inner West means that residents, workers and visitors have more time in their day to do what they enjoy. It will also reduce pressure on public transport, traffic congestion, parking demand and transport emissions. This can lead to less investment required to expand the transport system, and reductions in travel related costs for customers too.

Many trips have more than one purpose; leaving work could be combined with a trip to the gym or hair dresser, and then dropping off a package at the post office. Reducing distances traveled between these trip purposes, by providing retail and services close to home and work locations, will lead to more convenient, and shorter trips. Reducing the need to travel can also be addressed through efficient delivery of goods and services and working from home or the local neighbourhood.

This principle will be achieved by:

- Rationalising the number of trips through co-located land uses and supporting pedestrian movements between them;
- Increase the number of locally contained trips by providing a range of services and facilities close to the people who need them; and
- Supporting work from home, flexible working hours, and co-working locations in Inner West.



What Council will do (key actions)

- Develop a Local Environmental Plan (LEP) and Development Control Plan (DCP) that allow a mix of compatible land uses as part of new developments and redevelopments;
- Encourage a land use framework which balances and distributes journeys on transport networks;
- Revise the LEP / DCP to require major new developments to provide through-site links for public access on foot and bicycle;
- Require developments to have a sustainable transport plan through the DCP;
- Review parking requirements in areas within close proximity to high frequency public transport;
- Align residential and employment growth locations with transport infrastructure that meets the values of this strategy; and
- Encourage and incentivise co-working spaces in local centres and urban hubs.

What Council can influence

- Advocate for State Government land use decisions to support Inner West Council's transport vision; and
- Work with State Government Agencies to provide public infrastructure such as schools and new regional open space near good public and active transport infrastructure.

LEGEND



SHORT TERM
(<5 YEARS)



MEDIUM TERM
(5-10 YEARS)



LONG TERM
(>10 YEARS)



ONGOING

KEY PROJECT

Our Place Inner West – a consolidated land use planning framework

Land use planning plays an important role in supporting active and public transport to reduce travel time and distances. Cities that are designed to locate residential, business, leisure and other important land uses within walking distance are likely to see a higher proportion of people using active modes of transport and public transport for their daily activities. Examples of this can be seen in cities that were planned before the invention of the car, such as Madrid, London and Amsterdam.

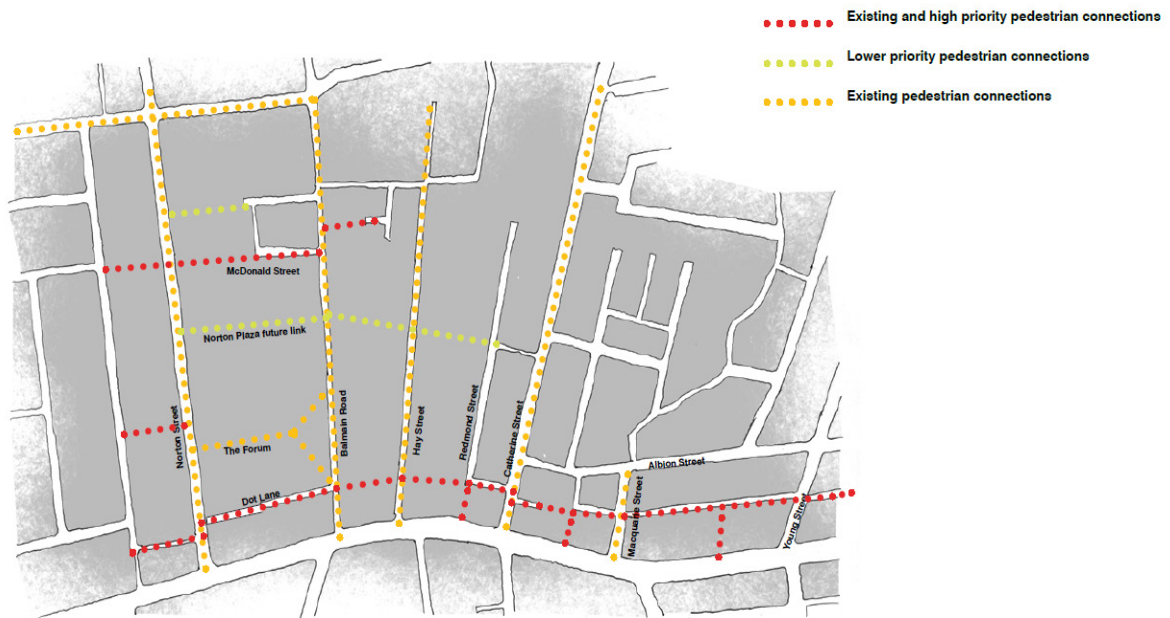
Council is working on a strategic land use planning framework, Our Place Inner West, to develop a Local Strategic Planning Statement (LSPS) that will guide land use planning over the next 20 years. This will be used to inform the new Local Environmental Plan (LEP), Development Control Plan (DCP) for Inner West, supported by a consolidated Developer Contributions Plan, which in combination will support land uses that reduce the need for people to travel longer distances and encourage more active and public transport use. Some of principles to be adopted in the LSPS that will guide the LEP and DCP include:

LEP

- Any increase in residential dwellings should be within close proximity to high capacity public and active transport, open space and services;
- Other important land uses such as community infrastructure, should be planned within public and active transport nodes;
- Ensure zoning allows key land uses to be walking distance of each other e.g. residential, childcare centers, libraries and shops;
- Employment lands should be protected so those who work in, and require industrial and urban services and products should not have too travel far to access these services;
- Retain mixed residential and commercial uses in centres to connect people with daily needs and services; and
- Consider allowing light industrial uses in Business zones to increase access to local jobs.

DCP

- On large sites and within blocks, require through-site links for pedestrians and cyclists to improve travel distance and times to places they wish to go;
- Locating active land uses and frontages at ground level in the right strategic locations;
- Develop maximum parking provisions in areas within close proximity to public transport and centres;
- Develop minimum Bicycle parking provisions and end of trip facilities required for development of a certain size; and
- Develop on-site car share facilities in medium for high density developments for its residents and community members e.g. Central Park development on Broadway, Ultimo.



Design Concept Example of improving pedestrian and cycling links in Leichardt
 (note this is a design concept only)



Example of improving pedestrian links in Marrickville Town Centre
 (Source: Marrickville DCP 2011)

2. Improve safety, personal security, and provide equitable access for full community participation

Just access to opportunity

Regardless of age, ability, income, or personal circumstances, people in Inner West need to access jobs, local services, their social circles, community amenities, transport services and open space. Transport plays an important role in equitable access to the economic, cultural, and social opportunities available in Sydney, and it can enable social participation.

Like other areas in Sydney, Inner West population is growing older. The number of people aged over 60 increased by 14% between 2011 and 2016, and older

people represented 16.9% of the population in 2016, up from 15.8% in 2011. While older people have different travel needs and priorities, retaining mobility and independence as aging occurs is an important factor in social inclusion and overall wellbeing. They are increasingly dependent on walking or public transport as they age, and safe, affordable and accessible connections to local shops, health services and community facilities will be important.

People living with a disability, which can include physical, vision, hearing or cognitive

impairment, need the same access to economic, cultural and social opportunities and recreational activities as the rest of the population. 4.5% of Inner West population have disability [ABS 2016]. The quality of disability statistics is subjective, with the Census relying on self-identification, rather than any objective measure of disability. As such, this likely under represents the number of people with disability. A lack of equitable access also affects people who may have impairment or limited mobility, such as parents with young children or people with short-term injuries.

Safer streets for everyone

Inner West streets should be safe for everyone and designed to give effect to the transport hierarchy. Evidence proves that slower speed streets of less than 40km/h are safest for pedestrians and cyclists. Addressing vehicle speeds, crossing opportunities for pedestrians, road layout, intersection design and operation and road user awareness will improve safety and reduce the likelihood and severity of future crashes.

This principle will be achieved by:

- Removing barriers to accessing transport services and local destinations for pedestrians, including people with disabilities;
- Embed access and inclusion principles and actions into all Council frameworks, criteria, studies and capital works as per the strategies listed in the 'Inner West Council Inclusion Action Plan for People with a Disability 2017';
- Providing community transport services that meet the need and demand;
- Considering safety and comfort for older people on the footpath network and at public transport stations and stops;
- Providing information on transport options and how to access them;
- Reducing vehicle speeds; and
- Providing separation from vehicles for vulnerable road users.

What Council will do (key actions)

- Prepare a Road Safety Action Plan using the safe system approach;
- Develop an Inner West Pedestrian Access and Mobility Plan (PAMP);
- Develop Public Domain codes that keep footpaths free from obstructions including outdoor dining management;
- Review urban design treatments (through local traffic management plans) to achieve slower speed streets;
- Kerb ramp upgrade/ renewal program for LGA wide DDA compliance;
- Public Domain Plans are to review and improve pedestrian access to key public transport stops for safety;
- The Road Safety Action Plan and Public Domain Plans will identify and develop opportunities for safer, well-lit pedestrian crossings;
- Continue to improve accessibility of bus and light rail stops through implementing the Disability Standards for Accessible Public Transport (DSPAT) and checking designs against the DSPAT guidelines;
- Review, and upgrade where required, street lighting and active / passive surveillance across the footpath, cycleway networks and public transport stops (including bus and light rail);
- Embed access and inclusion principles into all Council frameworks, studies and planning controls relating to infrastructure and asset planning as per the 'Inner West Council Inclusion Action Plan for People with a Disability 2017'; and
- Ensure destinations, such as schools and community facilities have adequate accessible parking, located in appropriate places.

What Council can influence

- Advocate for an LGA wide 40km/h zone, with investigative areas of 30km/h in areas of demonstrated high pedestrian flow or pedestrian/cyclist crash clusters;
- Advocate for all railway stations, ferry wharves, light rail stops and bus stops in the LGA to be fully DDA compliant;
- Continue to advocate for and work with stakeholders to improve road signage information across the LGA; and
- Continue to advocate the State Government for increasing provision and improved accessible public transport and mobility parking as per the strategies listed in the 'Inner West Council Inclusion Action Plan for People with a Disability 2017.

LEGEND



SHORT TERM
(<5 YEARS)



MEDIUM TERM
(5-10 YEARS)



LONG TERM
(>10 YEARS)



ONGOING

KEY PROJECT

Inner West @ 40

With a view to significantly improving pedestrian and cyclist safety in Inner West an area- wide 40km/h speed limit is proposed for the Council area. While 40km/h speed limits have generally only been applied to high pedestrian activity area in NSW, national and international experience is that 40km/h speed limits, comprehensively applied across larger areas, create a more uniform sense of awareness in drivers. The Balmain Peninsula has an area-wide 40km/h limit, which has created a safer environment for vulnerable road users.



It would be proposed to reduce the posted speed limit on all local streets within the Council area. Major arterial roads such as Liverpool Road, Victoria Road (Rozelle) and Princes Highway would maintain their current speed limit as part of the proposal. A number of measures can be implemented to create 40km/hour speed zones apart from

signage and enforcement. Traffic calming elements including street trees, expanded sidewalks and narrower streets (considered in balance with existing or future desired public transport routes) encourage drivers to travel at slower speeds.

A vehicle travelling at 50km/h requires an additional nine metres to stop compared to a vehicle travelling at 40km/h. This means if an object or person is sighted 27 metres ahead, the collision would occur at a speed of 41km/h.

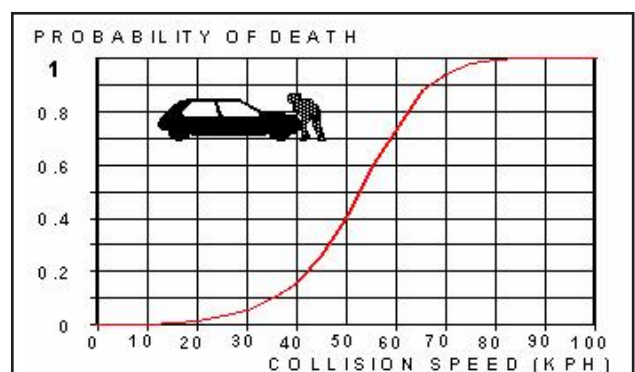
Further, when the severity of accidents is compared it can be anticipated that 55% of pedestrians would be fatally injured in a 50km/h crash, which dramatically reduces to only 25% of pedestrians being fatally injured as a result of a 40km/h impact.

We know that slower vehicles lead to safer roads for vulnerable road users, and they also lead to more active and vibrant streets, neighbourhoods and centres.

Other benefits of slower speeds include:

- better interaction between drivers, pedestrians and cyclists;
- improving amenity, connectivity and activity of communities;
- making neighbourhoods safer;
- reducing serious injuries and fatalities;
- lowering fuel consumption which in turn lowers greenhouse gas emissions; and
- reduced noise pollution.

It is also important to note that slower speeds do not cut overall travel time significantly, as they would apply to a very small portion of trips where they currently only exceed 40km/h for a short period of time or distance. Delays when driving occur mostly at intersections, undertaking turning manoeuvres and due to congestion and parking. The benefits of lower speeds go beyond improving road safety, and include improved local amenity and more harmonious traffic flows.



3. Prioritise people in centres and main streets and revitalise key roads

People first in centres and main streets

Successful centres put the people and place experience ahead of vehicle movements, and encourage walking and cycling. They do this by providing priority for pedestrians and cyclists: frequent crossing points; short waiting times at intersections; pedestrian/cycling-only links; separated and wide paths. They have a mix of shops and services, outdoor seating for cafes, activity across the day and night, and they are comfortable and engaging places to spend time in, with shelter from weather conditions.

Inner West already has many local centres, urban hubs and main streets that are vibrant, walkable, and attractive. They are frequented by residents, but also draw visitors who appreciate the atmosphere, human-scale building forms and diversity of restaurants, cafes, bars and boutiques. However, the pedestrian experience in some Inner West centres is reduced due to through traffic, at speeds and volumes that affect pedestrian and cyclist amenity.

Enhancing the importance of the pedestrian and cyclist experience across all local centres, urban hubs and main streets in Inner West will reinforce their unique character, and motivate people to walk and cycle to access them. Business owners will appreciate the increase in pedestrian traffic as people enjoy spending time in and around the centres. Drivers will behave differently as they move through centres and main streets, aware that pedestrians have priority.



Revitalising key roads

Once WestConnex is operational it will provide an alternative through route to Parramatta Road and Victoria Roads. Council must capitalise on the opening of WestConnex by immediately reclaiming Parramatta Road and Victoria Road as places prioritised for people. Road space must be rebalanced, with active and public transport given greater priority at intersections, more crossing opportunities for pedestrians and urban design upgrades to footpaths, lighting, seating and vegetation.

Reduced traffic volumes will provide opportunities for these key roads to evolve into attractive places with vitality, renewed economic opportunities, and more pedestrian footfall. No longer should they divide suburbs, with limited space and amenity for people, and negligible roadside activity. The two sides of each road should integrate as one; making it easy to visit shops, eateries and services regardless of which side of the street they are on.

Public transport needs to retain a priority role in connecting people to and through these revitalised areas. Dedicated space for high capacity and frequent public transport along the length of Parramatta Road and Victoria Road will contribute to the vibrancy, accessibility and attractiveness of the area.

New residents and workers moving into the Camperdown, Taverners Hill, Leichhardt and Kings Bay urban renewal areas, as well as the growth of the Camperdown-Ultimo Collaboration Area, will stimulate the local economy, and emphasise the value of Parramatta Road as a renewed destination with strong place characteristics, instead of just a through route. Correspondingly, transport along the corridor should provide safe, friendly and efficient point-to-point travel, permitting patrons to access multiple destinations within the corridor and encouraging multi-visit, longer stays within a vibrant, revitalised mainstreet.

Across Inner West, the key roads are the fastest routes to regional destinations, but their cycling facilities are limited or non-existent. Cyclists currently have to travel in mixed traffic or illegally on footpaths along Parramatta Road, or on a constricted shared path littered with obstacles and unfriendly intersections along Victoria Road. Reallocating roadspace to provide separated cycleways on both roads will support development of a connected cycling network for Inner West, and encourage cycling for regional trips to the Sydney CBD and the Camperdown-Ultimo Collaboration Area.

This principle will be achieved by:

- Ensuring people are prioritised before vehicles in local centres, urban hubs and main streets;
- Reinforcing the place characteristics for all local centres, urban hubs and main streets, even those that support through traffic movements;
- Reducing vehicle speeds so that the likelihood and severity of pedestrian (and vehicle) crashes is reduced in locations busy with people;
- Giving pedestrians and bicycles enough road space, and more time at intersections;
- Providing more crossing opportunities, with more time to cross, to reduce the barrier effect of traffic;
- Designing streetscapes with enough footpath space and crossing opportunities, attractive and comfortable landscaping, weather protection and street furniture; and
- Rebalancing road user priorities on key roads with changing conditions as motorway projects reduce traffic volumes.

What Council will do (key actions)



- DCP provisions that reduce the provision of new vehicular crossings on main streets;
- Develop Public Domain Masterplans for main streets (to be coordinated with Place based studies);
- Embed place-responsive creative infrastructure and artwork into the Council framework for public domain planning in key streets and centres;
- Review presence and quality of awnings, seating, water fountains, street trees, public toilets, and pocket parks and upgrade the footpath network and bus stops; and
- Provide pedestrian priority in centres, urban hubs and main streets through longer crossing times, shorter waiting times, more crossing opportunities, increased road space allocation and slower vehicle speeds.

What Council can influence



- Allocate road space to active and sustainable transport, resulting from State Government programs, to revitalise corridors and rebalance modal priority (including Parramatta Road and Victoria Road);
- Work with State Government to reduce the distance between pedestrian traffic light crossings on busy roads, including Parramatta Road, City West Link, New Canterbury Road and Princes Highway St Peters;
- Work with state government to declassify high pedestrian activity streets such as King Street and Enmore Road. This means that Council has primary authority to manage these roads over State Government, and can potentially alter its function as a primary freight route to allow more space for active transport; and
- Work with state government to implement the Place Movement Framework on main roads, to recognise and improve the place characteristics of centres, urban hubs and strategic locations on main road corridors.

LEGEND

 **SHORT TERM**
(<5 YEARS)

 **MEDIUM TERM**
(5-10 YEARS)

 **LONG TERM**
(>10 YEARS)

 **ONGOING**

KEY PROJECT

Parramatta Road Revitalisation

Inner West Council seeks to revitalise Parramatta Road; an approach endorsed by the State Government's Department of Planning and Environment, Urban Growth and the Greater Sydney Commission. It currently operates as a major east-west through traffic route, accommodating high numbers of vehicle movements.

The economic activity of land uses along the road are understood to be in decline in some locations, foot traffic is relatively low as it is a generally unpleasant pedestrian environment due to noise, pollution, decaying buildings, and the traffic barrier and it is not considered a destination for shopping, eating and socialising when compared to other activity streets such as Norton Street or King Street/ Enmore Road. In accordance with the State Government's road network planning Parramatta Road has been identified as a "Vibrant Street" indicating recognition of its place function as well as the need to move people along the corridor.

Inner West previously commissioned the Parramatta Road Transport Opportunities Study, which recommended

the implementation of a mass transit system along the corridor. This would provide a service that appears similar to light rail, including vehicles with higher capacity than buses typically used along the corridor and implementation costs to light rail. Additionally, the reduced lane width required by guided vehicles means more space for pedestrians and cyclists. The service would be designed primarily to provide point-to-point travel along the corridor, as well as peak period commuter demand. Significantly enhanced public transport is considered essential as a catalyst for revitalisation and to cater for the increased population envisaged under the State Government's Parramatta Road Corridor Urban Transformation Strategy.

Additionally, it would have the ability to integrate with the suburban bus network at key locations, with a possible secondary service connecting between the Bays Precinct Metro West Station, Camperdown Collaboration Precinct, Australian Technology Park and possibly Green Square.

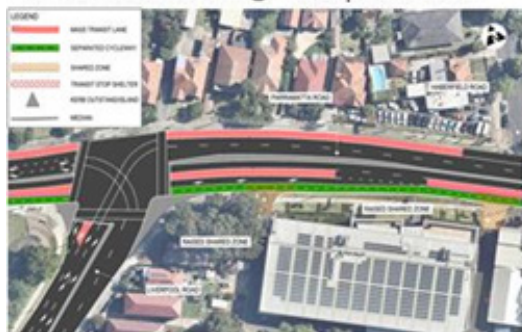
The City West Link together with the WestConnex M4 to M5 link will provide an alternative route for traffic along the east-west axis of Inner West Council, providing opportunities for through traffic to divert from Parramatta Road and dedicated 24-hour public transport lanes to be provided along Parramatta Road between Burwood and the City (A condition of approval for WestConnex Stage 1- M4 East). These lanes will readily lend themselves to conversion to rapid transit such as guided electric transit or other technology.

The concept for Parramatta Road's revitalisation is to reduce the corridor generally to one through traffic lane (each way). This would facilitate space for:

- 24 hour public transport/ mass transit lane with additional space at stops for customers;
- Plantings and car parking at mid-block locations; and
- Separated cycle facilities and opportunities for site specific footpath widening.



Parramatta Road @ Liverpool Road



@Taverners Hill



@Norton Street



@Crystal Street



@Pyrmont Bridge Road



A key implication is the reduction of capacity for general vehicles. This is likely to reduce vehicle speeds, simultaneously discouraging through traffic movements and “calming” traffic along the corridor, as well as encouraging the use of other modes. WestConnex and City West Link are available as through traffic routes. It is well recognised that the people movement capacity of dedicated public transport lanes far exceeds that of general vehicle lanes, and a “Vibrant Street” is about moving people, not cars.

The key benefits of this revitalisation project include:

- High people movement capacity along the public transport lane;
- Supporting bicycle trips within and through Inner West along a direct, legible east-west link;
- Street planting would enhance the “look and feel” of the corridor; and
- Car parking would both cater for business operators and create a buffer effect between pedestrian space and carriageway.

The rationale behind the concept was developed to:

- Provide a buffer effect and spacing for higher people movement along the corridor;
- Locate a cycleway on the southern side of the road that would likely have less interface with waiting public transport customers. It is assumed that the highest number of people waiting would occur on the Sydney CBD bound side of the corridor; and
- Provide public transport stops adjacent to or within kerbside areas, thus providing more overflow area, safety and amenity than stops located in the middle of the carriageway.

The proposal would provide revitalisation benefits from increasing access by bicycle and public transport, amenity improvement from reduced traffic and from the separation of general traffic lanes from the kerbside.

The establishment of a contemporary public transit system would indicate the Government’s commitment to revitalisation, thus inspiring community and developer confidence in the corridor.

4. Commit to active transport infrastructure, services and programs

Active transport infrastructure (including electric assisted devices) feature on the first two tiers of the transport hierarchy. When active transport networks are safe, connected, accessible and attractive, walking and cycling can be the first mode choice for people accessing nearby destinations like shops, local centres, open space, schools and childcare, and community facilities. A clear and safe bicycle network through the LGA and to the City would attract many commuters due to the relatively short distance. In the right location, such as along railway lines, the topography would further increase the ease of cycling. Well-maintained road surfaces and availability of bicycle maintenance facilities all contribute to the attractiveness and safety of cycling.

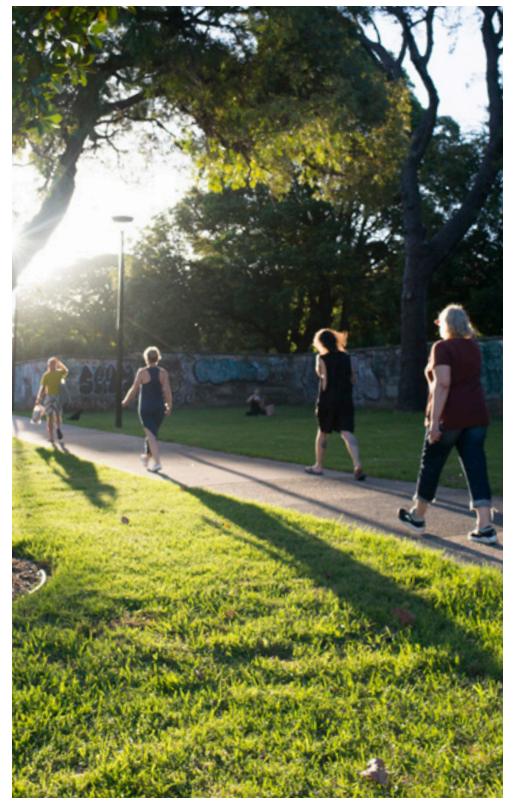
Residents will choose to walk or cycle for short trips because it's the easier, more comfortable, healthier, and often, the faster option. They know the route, and know that they will have safe crossing locations, enough separation from vehicles, an interesting environment, and a place to take a rest on a bench or to park their bike when they reach their destination. Laneways and parks should

be inviting to pedestrians and cyclists, rather than places to avoid at night. They need to be well lit and have active and passive surveillance. Parks, streets and station precincts will feel safer and more welcoming when they have a mix of people, activity across the day and night, and active frontages instead of blank walls.

Cycling isn't just for recreation on the weekend, but a viable, safe and efficient way to travel within Inner West and to nearby regional destinations. Inner West needs a comprehensive network of separated cycleways that provide direct connections to where people want to travel. Quiet local streets are often appropriate for cycling to the local shops or park, but destinations further afield require separation from vehicles, completed routes with no missing sections, and regular wayfinding signage.

This principle will be achieved by:

- Ensuring a connected footpath network that is accessible to people of all abilities, with comfortable widths and safe crossing locations.
- Building separated cycleways on key roads to regional destinations and upgrading off road cycleways and the connections between them to neighbourhoods and centres.
- Communicating the benefits of walking and cycling for short trips and providing information about facilities and routes to help people plan their trips.
- Enhancing streets, parks and station precincts with passive and active surveillance, good lighting and nearby land uses that encourage pedestrian activity throughout the day and at night.



What Council will do (key actions)

- Develop and implement a Council-wide Active Transport Plan (which incorporates a pedestrian network plan and bike plan) and associated capital works program. This will also include active travel to schools;
- Develop a consolidated Pedestrian Access and Mobility Plan (PAMP) which prioritises a plan of kerb ramp and footpath works;
- Ensure minimum bicycle parking requirements are contained within the consolidated Development Control Plan for residential and employment uses;
- Ensure the DCP includes controls to require 'end of trip' facilities in commercial development of a certain size;
- Continue to provide more bicycle parking at key locations;
- Develop separated cycle routes including along City West Link (via light rail yard), Parramatta Road and Victoria Road;
- Co-ordinate with adjoining councils to provide missing links in the regional bike network;
- Integrate the local pedestrian and bike network with the Greenway and develop a local Green Grid network;
- Work with adjoining and nearby Councils to align positions and advocate consistently; and
- Provide active transport information to residents, workers and visitors to help inform their transport choices.

What Council can influence

- Advocate for the South-West Greenway to be re-included in the project scope for the Metro Southwest;
- Advocate to legalise cyclists to ride through pedestrian legs on signalised intersections where it is a cycle route, without the need to design and install cycle lanterns;
- Work with State Government to provide the City West Cycle Link an active transport link from Pyrmont to Bays Precinct via Glebe Island Bridge;
- Advocate for the provision of improved active transport facilities on state-level and regional roads, and as part of every State Transport road project;
- Advocate for the provision of pedestrian legs at all signalised intersections; and
- Advocate for no 'double green' phasing of traffic signals and generous green time for pedestrians to cross to support pedestrian safety.

LEGEND

 **SHORT TERM**
(<5 YEARS)

 **MEDIUM TERM**
(5-10 YEARS)

 **LONG TERM**
(>10 YEARS)

 **ONGOING**

KEY PROJECT

Plan and Build Inner West Pedestrian Network

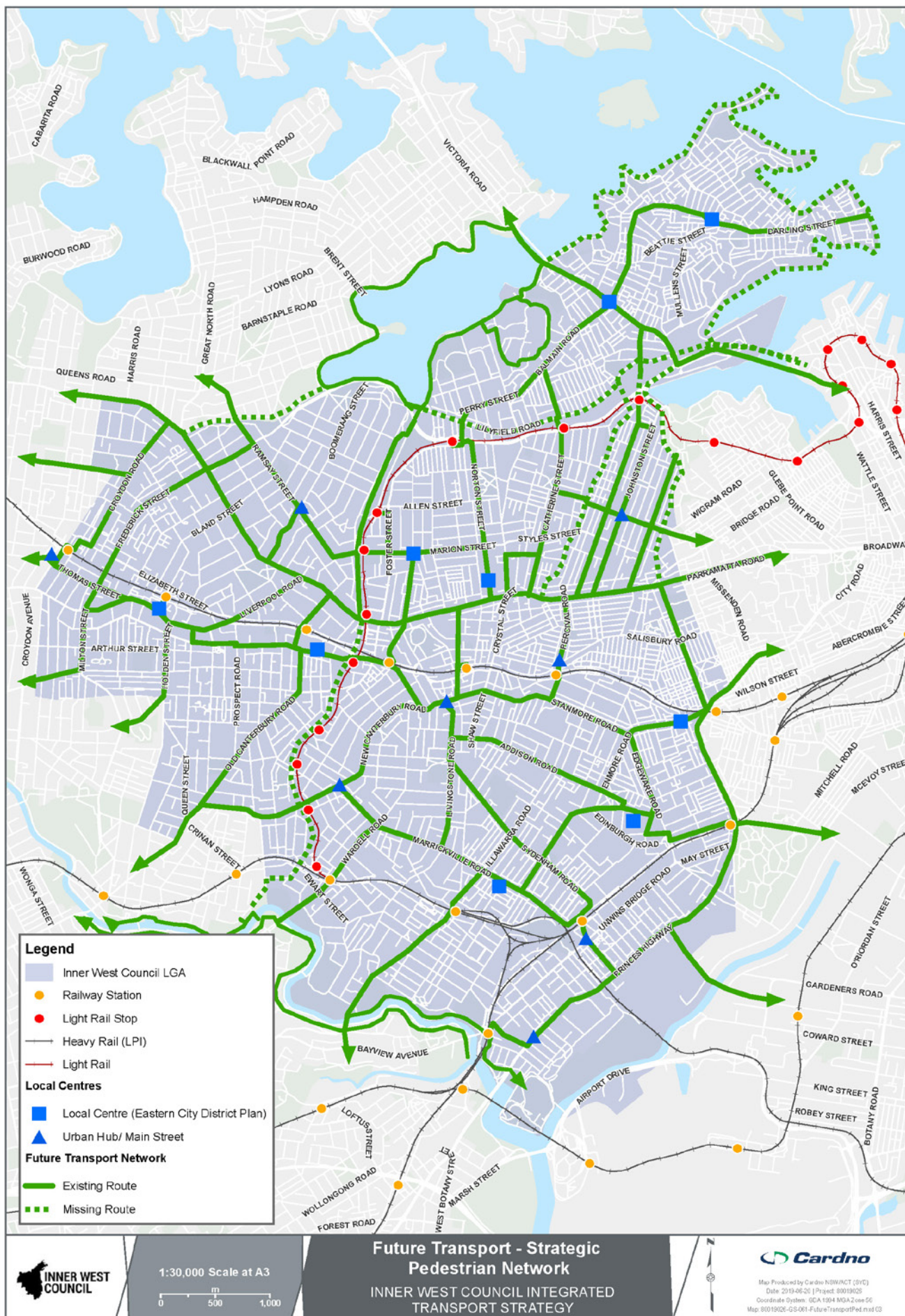
The pedestrian network forms the structure of a high quality and accessible pedestrian network connected through Inner West. Council will prepare an Active Transport Plan, to plan and develop a pedestrian network that is high quality, accessible and connected throughout Inner West linking centres, employment and residential areas and key transport hubs. The network would link to all key centres and be located near to everyone in Inner West. The network would be supported by wayfinding signage and amenity improvements.

Key features should include:

- Where possible paths equal to or greater than 1.8 metres wide clear path of travel free from utilities, bus shelters/ advertising or other barriers;
- A smooth surface that receives regular maintenance, including vegetation trimming;
- Constructed with environmentally friendly materials;
- Provides step free access including DDA compliant kerb-ramps or tactile ground surface indicators (where there is no level change) at all road crossings;
- Prioritisation of links that are less steep;
- A clear and straight (where possible) building line (property boundary) for vision impaired people;
- Clear and consistent wayfinding signage;
- Shared zones or pedestrian priority at minor road crossings;
- Crossing opportunities targeted for every 200 metres or less;
- Incremental arrow markings to encourage users to keep left;
- Signalised or raised crossings at major roads with ample waiting area;
- Well lit with energy efficient lighting, powered from renewable sources;
- Tree canopy and physical material barriers to separate tree roots from pathways;
- Separation from high volume/ speed traffic with vegetation, parking lanes; and
- Amenity provisions at regular intervals along or nearby, including drinking fountains, seating, toilets and weather shelter refuges.

Indicatively, a strategic pedestrian network concept for consideration and refinement is shown to the right.





KEY PROJECT

Plan and Build Inner West Cycle Network

A cycling network seeks to link local centres, key train stations and other attractors and provide through links to support local and regional cycling journeys. The network will be designed to be near to most people in Inner West. It is anticipated this would be identified in the Active Transport Plan.

It is envisioned to separate cyclists from vehicles. This can be achieved through provision of separated cycle paths, mixed traffic with 30 kilometre per hour limits. If shared paths are unavoidable, these should be wide shared paths (3.5+ metres) on both sides of the street. Key features should include:

- Separate facilities where possible, with bi-directional cycleways of a standard width of 3.0 metres;
- If shared paths are to be used they should be at least 3.5 metres wide. These should be on both sides of the carriageway to facilitate one-way cycle movement on each side of

the carriageway. Different pavement treatment or linemarking should be used to differentiate the pedestrian and cyclist zones.

- Mixed cycle and vehicular traffic routes with speed limits of 30 kilometres per hour or less.
- A smooth surface that receives regular maintenance, including vegetation trimming;
- High priority for cyclists at intersections;
- Separated facilities and lanterns at signalised intersections;
- Well lit with energy efficient lighting, powered from renewable sources;
- Bicycle maintenance facilities at key points;
- Clear and consistent wayfinding signage; and
- Consistent standardized pavement treatment and signage is needed for dedicated cycleways, footpaths, shared paths and shared roads.

The network is broadly envisioned to draw on the routes identified within Inner Sydney Regional Bicycle Network.

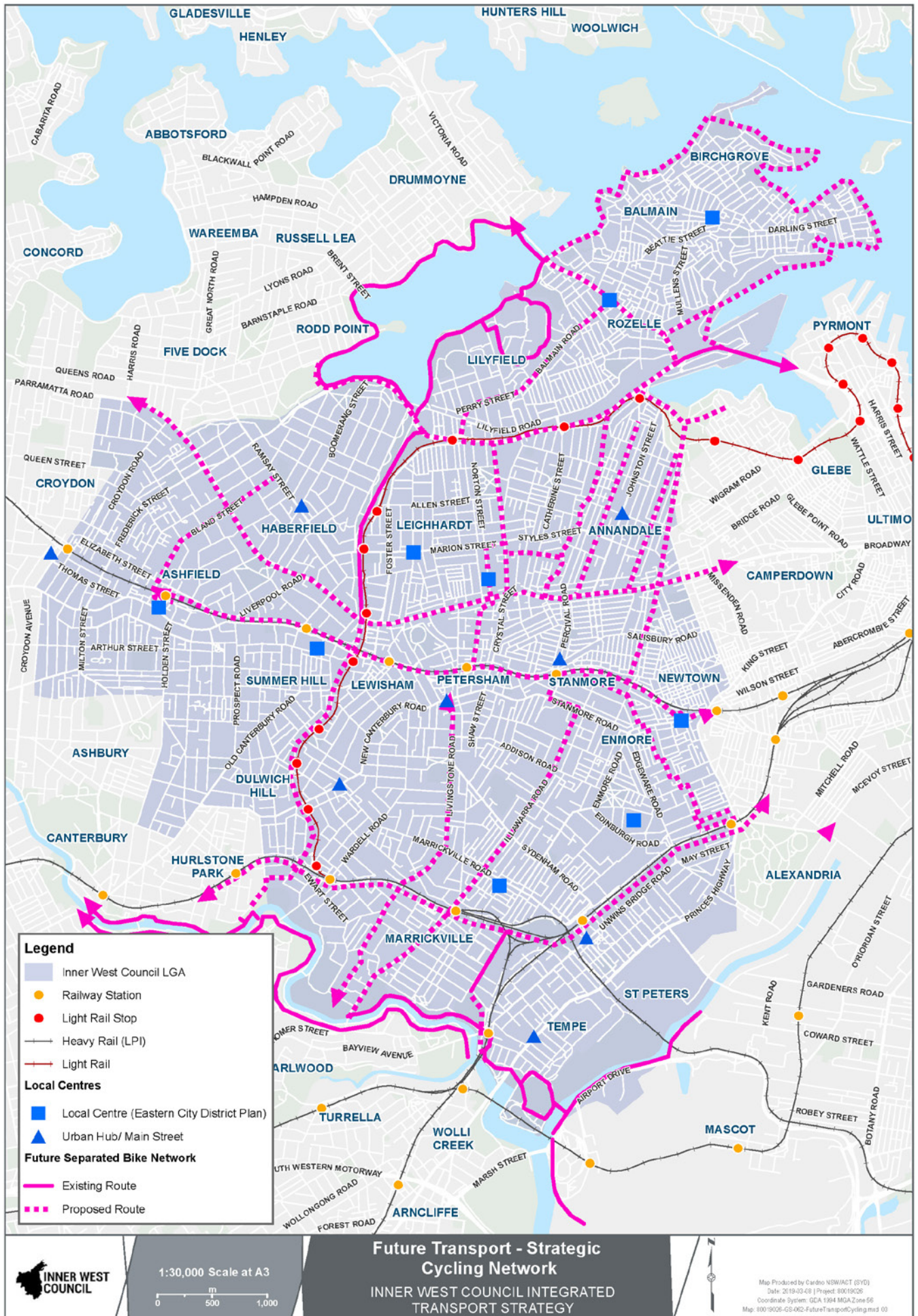
Key east-west routes include:

- City West Link;
- Parramatta Road;
- Sydenham to Bankstown Greenway; and
- Lilyfield Road.

Key north-south links include:

- Iron Cove to Cooks River (Greenway);
- Victoria Road;
- Balmain Road;
- Link parallel to Inner West Line;
- Livingstone Road; and
- Johnstons Creek.

An indicative strategic cycling network is shown to the right



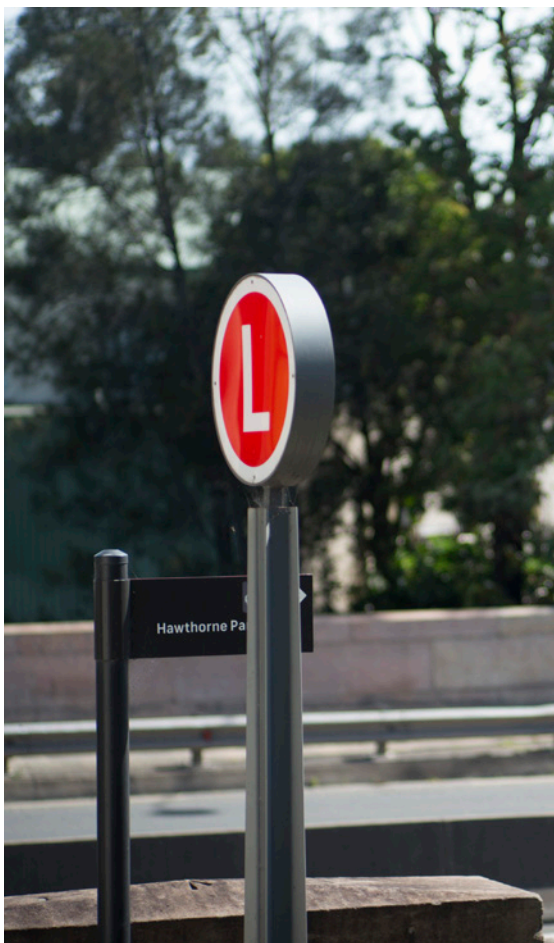
5. Encourage shift to public transport and shared transport from private vehicles by providing attractive alternatives, and reduce the impact of congestion and parking

Shifting mode share to sustainable transport

The proposed shift from private vehicle to active and public transport in the long term is necessary to manage congestion and liveability and to support increasing residential and employment populations. This shift depends on infrastructure

and service improvements to the transport network, not only within Inner West, but across Sydney. This mode shift will also reflect increasingly integrated land use and transport planning within Inner West, bringing more employment, recreation,

shopping and services within walking or cycling distance of where people live. The travel behaviour of residents, workers and visitors will also evolve with more attractive transport options.



Better public transport choices

Public transport is already a popular choice in Inner West. Residents have increased the proportion of work trips taken by public transport in recent years. In 2016 public transport accounted for 42% of work trips, compared with 35.5% in 2006. Improved frequency and reliability of services, providing enough capacity in the peak periods, and better coverage across Inner West will support even greater public transport mode share. A number of transport projects present the opportunity to improve public transport services through better frequency, capacity and coverage across Inner West:

- The Sydney Metro Southwest will provide Dulwich Hill, Marrickville and Sydenham with increased rail capacity and frequency, promoting the attractiveness of public transport in the south of the LGA.
- The proposed Sydney Metro West line between the CBD and Parramatta proposes a station within The Bays Precinct, with other locations still to be confirmed. Interchange between the Dulwich Hill Light Rail and the Sydney

Metro West station at The Bays would improve connectivity between Inner West and the Central City. The northern section of Inner West is a dense urban location, but without any current train service. Improving access from the peninsula to The Bays metro station would support this population heavy area.

- Inner West is also reliant on bus services for journeys both within the LGA and to external destinations. Improving bus priority, seamless interchange, and the directness of bus routes across the LGA to centres, train stations and to regional destinations, will increase the service attractiveness and coverage.
- With WestConnex reducing traffic demand on Parramatta Road, proposals for a mass transit, priority public transport option between Central Station, the Camperdown-Ultimo Collaboration Area and Burwood or Strathfield can be implemented.

The State Governments regional transport plan, Transport 2056, advocates moving to a 30 minute city, meaning that the closest strategic centre is no more than a 30 minute public transport journey. Improving frequency (reducing wait time) is an effective way to bring more destinations within 30 minutes, as well as improving infrastructure to support faster services.

Heavy and light rail services issues and potential solutions

Main Suburban Line, Central to Strathfield

The Main Suburban Line runs from Central to Strathfield before branching to various destinations. Many people experience crowding on train services on the Main Suburban Line through Inner West during weekday peak periods. There is limited options to increase train frequencies on these tracks as they partially converge along sections of the route. Three pairs of tracks exist along the line:

- the northern most pair for Blue Mountains, Central Coast, Regional and some T1 express train services (to/from Central);
- the middle pair for T1 and T9 limited stop services (to/from the North Shore Line via Central);
- the southern pair of tracks for the T2 Line (to/from City Circle) including the all stops service and the Ashfield-Newtown-Redfern (skips Newtown on weekends) limited stops service.

Generally only the T2 service stops at stations in Inner West, and every second one is a limited stops service stopping only at Ashfield and Newtown in Inner West (on weekends it runs non-stop Ashfield to Redfern). Platforms are available on the middle pair of tracks at Croydon and Ashfield, however are not used in regular service.

Between 7:30-8:30am on a weekday in April 2019, 42 trains are timetabled along the three pairs of tracks, 14 on the northern pair, 16 on the middle,

and 12 trains on the southern pair serving Inner West stations (4 being limited stop services).

Potential Improvement

An efficient three-track train line should realistically be able to accommodate 60 trains per hour comfortably, with adequate signalling and infrastructure. However, west of Homebush the line reduces to two pairs of tracks which limits the overall trains able to run on the T1, T2 and Blue Mountains lines. Improvements to signalling and infrastructure, and the addition of tracks between Homebush and Lidcombe could enable more trains to run along the line. Another constraint is the sharing of the local tracks between all-stops trains and limited-stops trains on the T2 line, as bigger gaps need to be left between each train.

The proposed Sydney Metro West would provide train services between Parramatta and the City via Olympic Park and the Bays Precinct, and is often touted as a relief to demand for the T1 line. Depending on the speed of the Metro to the city, and the passengers final destination it may relieve some demand, however the T1 can offer a 23 minute trip to Central and may not necessarily entice people to switch to the Metro at Parramatta. The West Metro, however, won't attract demand from the T2 line which serves Inner West Stations, as the T2 doesn't interchange with the proposed Metro, and passengers

wouldn't currently catch the all stops service from Parramatta to the City when faster express services exist. This therefore, would not address the capacity issues on the T2.

Although outside of the local government area, Council would support additional tracks being provided between Homebush and Auburn to relieve this bottleneck, along with signalling upgrades for the entire line. This infrastructure could:

- Allow the express tracks to be dedicated to more express trains per hour;
- Allow the middle pair of tracks to be used for more limited-stops trains per hour, utilising platforms 1 and 2 at Ashfield, which would provide a greater range of destinations with the 30-minute City for Ashfield residents;
- The local pair of tracks could, in turn, be dedicated to all-stops trains at a greater frequency than currently, providing additional capacity and relieving pressure for Inner West residents. Higher frequency also means less waiting time, meaning a greater range of destinations within the 30-minute city.

By relieving the bottle-neck west of Homebush, train services could be more efficiently organised which would allow an increase in services and therefore capacity for stations in Inner West.

T3 Bankstown Line

The State Government proposes to convert the Bankstown Line to a Metro Line. Whilst Council would prefer the funds to be spent providing rail services elsewhere where needed, the improvements to train frequency and capacity are supported. It is noted that improvements could be achieved without the need to convert to a metro. The Metro does not propose a station at St Peters, so current non-stop Inner West train trips will be cut (requiring interchange) which will discourage local trips by Metro.

Potential Improvement

The improvements to the Main Suburban Line described above are also necessary to support the Metro Southwest as stations west of Bankstown could retain a one-stop journey to the city via Lidcombe. Convenient interchange between the South West Metro at Sydenham for customers which wish to interchange on the heavy rail line is crucial to maintain an efficient transport system;

It is noted that the active travel Greenway proposed to run beside the Metro Southwest has been removed from the project scope. This should be reinstated as a matter of priority.

T4 South Coast Line

Tempe and Sydenham Stations are served by trains on the South Coast Line. These trains also pass non-stop through unused platforms at St Peters Station. Regional trains towards Wollongong, Goulburn and Canberra use this line, although do not stop. Some peak-period T8 trains also use this line, bypassing the Airport line but only stopping at Sydenham.

There is a lack of information from the state government as to train services at St Peters when the Metro Southwest opens.

Potential Improvement

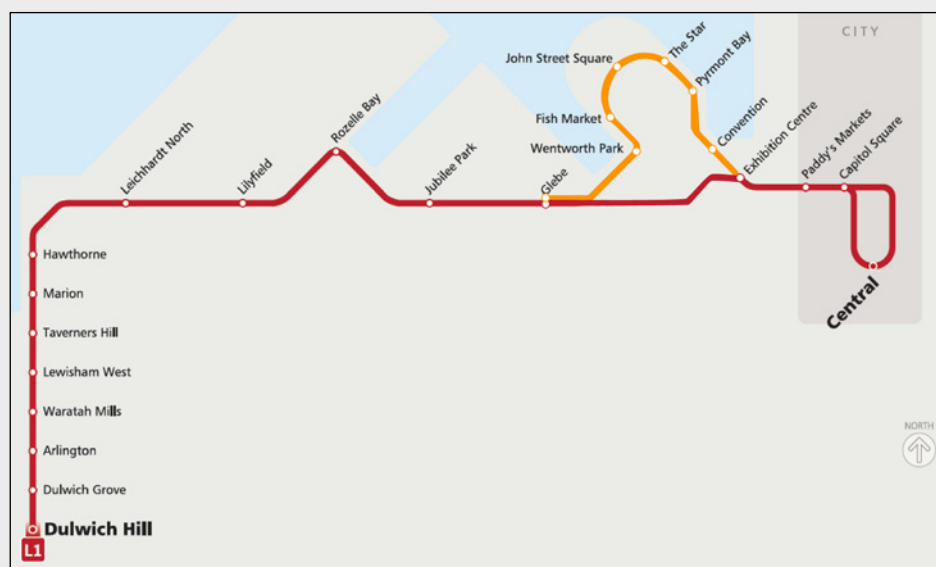
Council would prefer the Metro to have a station at St Peters, but in the event that does not happen changes to the services on the South Coast Line will be necessary.

Light Rail

Inner West Light Rail is a success story, however demand for the service now exceeds the capacity available. It is very busy throughout the day and on weekends. It currently runs every 5/8 minutes in peak periods, and every 9-14 minutes through the rest of the day. The frequency requires an increase at all times of the day, however increases during the peak period are limited by the single turn-back platform at Dulwich Hill.

Potential Improvement

Council will support infrastructure improvements that support an increased frequency of light rail services and operating hours. The light rail journey to the City is slowed by the trip around the Pyrmont peninsula, travel times could be improved by providing a direct link between Glebe and Exhibition Centres, with the Pyrmont loop operating separately as shown in the map below.



Alternatives to car ownership

Private car use is related to both car ownership and the availability of high quality transport alternatives like public transport, safe cycle routes and car share services. Over the past six years a number of alternatives to private car ownership and use have launched or grown in popularity in Sydney, including ridesharing, carsharing and the growth in online shopping and food delivery. These services reduce the need to own a car, or use it as often, but still provide access to vehicle trips when needed.

Alternatives to car ownership will reduce the need for owning one or more cars, and therefore the number of private vehicle trips, leading to less congestion, less demand for parking and better environmental outcomes.

Reducing incentives for car ownership like the availability of on and off-street parking is also a factor.

This principle will be achieved by:

- Providing walking and cycling connections to the Sydney Metro West station at the Bays Precinct from the Balmain Peninsula and nearby suburbs, and integrating Inner West Light Rail with Sydney Metro West, the T2 Line at Lewisham and the T3 Bankstown Line (future South West Metro) at Dulwich Hill Station;
- Developing the Inner West bus network over time for a less confusing network, direct connections between centres, better











interchange opportunities, higher frequencies and regional connections;

- Providing a high-quality mass transit service along Parramatta Road;
- Supporting the introduction of new alternatives to car ownership, and the entry of new providers for competition;
- Reducing the incentives for private vehicle ownership;
- Helping households consider the alternatives to car ownership, at the times they are considering purchase of the first or second car; and
- Supporting efficient delivery of goods and services.






What Council will do (key actions)

- 
 - An Inner West parking plan is to provide an adaptive and responsive parking provision scheme that considers land use, location of development and access to alternative transport. This will include providing appropriate parking rates for different developments depending on proximity to high frequency public transport services;
- 
 - Adopt a minimum car park rate of zero for new developments within close proximity of high quality public transport services, together with adequate visitor parking on site and a street-parking permit regime that considers function demand, location and access to alternative transport;
- 
 - Public Domain is planning to review the quality of street furniture, safety and amenity at bus stops and recommend required improvements;
- 
 - Prepare a shared transport plan that plans for efficient use of on-street space for shared transport, increases social inclusion and supports the local economy. For example, allocating kerbside space for shared vehicle parking only, such as GoGet;
- 
 - Investigate opportunities to encourage and provide de-coupled parking to support new developments;
- 
 - Restrict parking permits in new developments that are within close proximity to public transport and services;
- 
 - Work with adjoining and nearby Councils to align positions and advocate consistently for sustainable transport outcomes;
- 
 - Provide public transport information to residents, workers and visitors to help inform their transport choices, including at bus stops;
- 
 - Develop and encourage active transport 'last mile' options, to supplement public transport; and
- 
 - Develop a public transport position statement to establish Councils position with respect to current and future public transport, and to assist in providing feedback to future or modified proposals.

LEGEND

 **SHORT TERM**
(<5 YEARS)

 **MEDIUM TERM**
(5-10 YEARS)

 **LONG TERM**
(>10 YEARS)

 **ONGOING**

What Council can influence

- Advocate State Government for improved bus services to ferry wharf locations at Birchgrove, Balmain and Balmain East;
- Advocate for more late night buses, particularly servicing Newtown/ Enmore;
- Advocate for Parramatta Road high capacity and innovative mass transit in dedicated lanes. This might be bus priority lanes to begin with, leading to a higher order innovative mass transit system (see key project on page 65);
- Advocate for increased frequency and hours of operation for Inner West light rail at all times, particularly in the peaks, and support the provision of infrastructure to enable higher frequencies;
- Advocate for the proposed Bays Precinct metro station to have seamless interchange with Inner West Light Rail;
- Advocate for the bus network to develop over time with bus routes consolidating onto north-south and east-west links, running at high frequency throughout the week (see key project below);
- Support infrastructure and signaling improvements to the Main Suburban Line, including capacity improvements outside Inner West Council area, such as west of Homebush; and
- Advocate for improved frequency on the T2 line, particularly for all stops services and for the weekend service to be the same as the off-peak weekday service, and Platforms 1 and 2 at Ashfield to be used for more limited stops services. Council will support infrastructure and signaling improvements to achieve better and more efficient utilisation of the Main Suburban Line.

LEGEND



KEY PROJECT

Grid Bus Network

The bus network is very confusing and has low legibility. Many people don't understand how different bus routes interconnect and this can act as a deterrent to bus patronage. The high number of bus routes means that buses are allocated across many routes at low frequency, rather than less routes at higher frequencies.

Potential Solution

There is an opportunity to re-order and simplify the bus network to allow the more

efficient deployment of bus assets to a smaller number of routes, each running at a much higher frequency throughout the day. Buses are generally best suited at moving moderate numbers of people over a moderate distance (in comparison, trains are effective at moving large numbers of people long distances). Bus routes would ideally feed into mass transport options of heavy rail, particularly for stations further away from the CBD. Bus service development

should be focused on a grid of north-south and east-west routes at a high frequency to ensure good access to frequent service and an improved ability to use public transport to get anywhere in the LGA and other major destinations. Some bus services may use a combination of east-west and north-south routes to get to their destinations, such as in Balmain or Lilyfield. Other trips might involve a change of buses (as not every service can go everywhere), but with

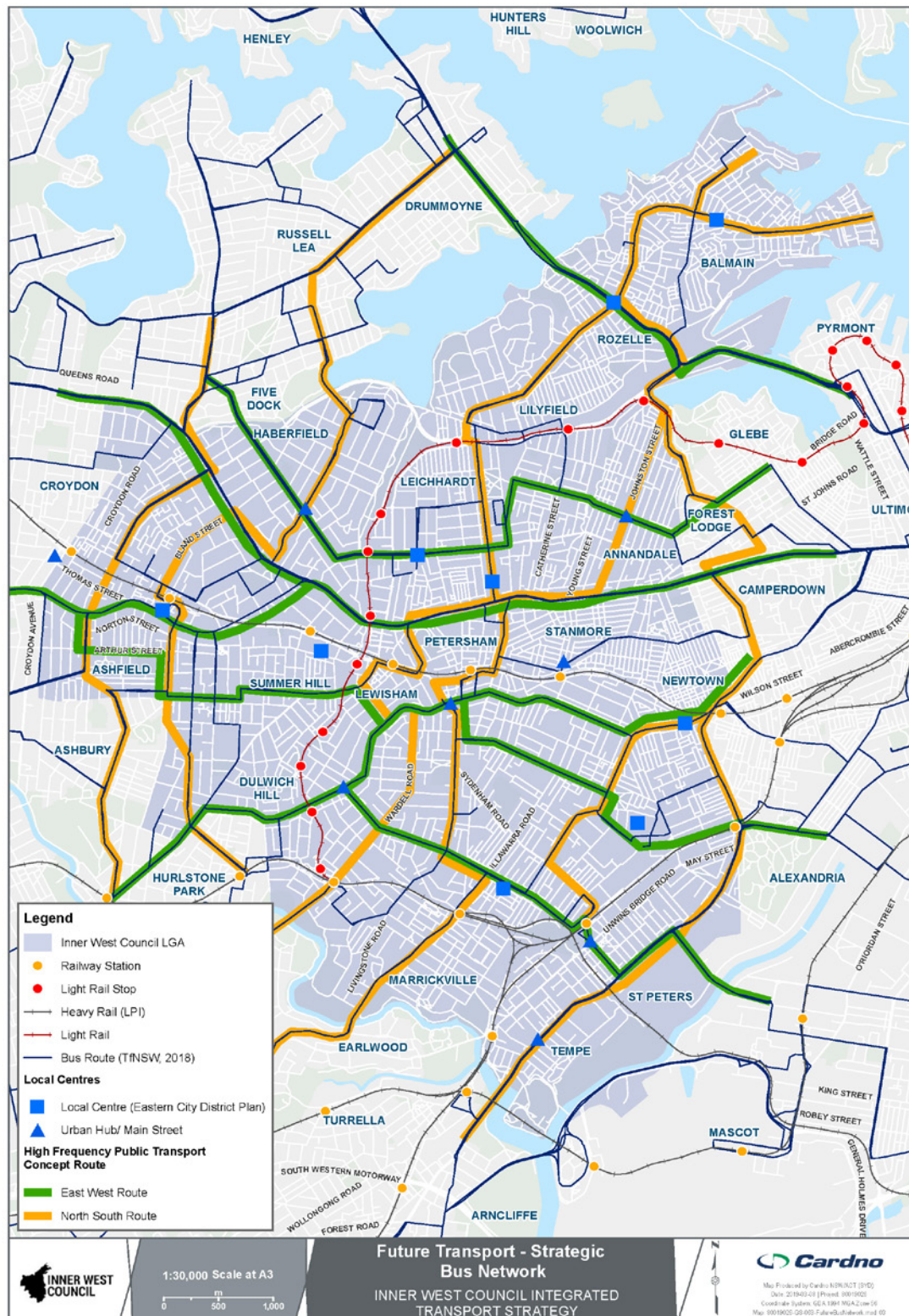
high frequency services on a grid, this would improve accessibility overall. Whilst intermodal and interchange planning in Australia has historically been poor, international experience has shown that customers are more accepting if services are

coordinated and seamless. It is difficult to provide seamless interchange, this can be resolved by providing high frequency services.

Frequencies should typically aim to be every 10 minutes or less during the

day. The network could be supplemented by on-demand services in lower demand areas to provide access to/ from the network.

An indicative grid bus network is shown below.



6. Manage a freight and goods delivery network to enhance efficiency and Inner West liveability

Planning for and managing heavy vehicle movements and impacts through Inner West will help to improve the liveability for residents and safety for all road users. Freight and delivery is essential for economies at every level, but heavy vehicle movements impact traffic flow and congestion, pavement deterioration, road safety, environmental pollutants, noise and vibration and land use amenity and value.

The current and future motorway network generally provides route options around the boundary of Inner West for heavy vehicles entering and exiting the Sydney Airport and Port Botany area and with origins and destinations beyond Inner West, instead of needing to travel through neighbourhoods. However, a number of key roads that run through Inner West are adjoined by residential uses, and are dedicated freight routes. These include King Street, Enmore Road and Sydenham Road.

The development of a multi-user port facility in the Bays Precinct as a distribution depot for concrete and other

materials presents a potential increase in heavy vehicle activity in the north of Inner West. With details of access to and from this facility not yet known, advocating for direct access to the motorway network, without the need to use Victoria Road or Parramatta Road will help retain separation of heavy vehicle through traffic from other road users.

For local deliveries and destinations, there are conflicts between different road users competing for parking and loading space. However, bicycle deliveries, innovative technologies (such as drone deliveries) and local distribution centres within walking distance of work and homes have reduced the need for vehicle deliveries to park on local streets. A continued focus on separating vehicle movements from other road users by time and space, and supporting more agile, last mile, courier deliveries, appropriate vehicle sizes, and route restrictions can help create an efficient, multi-use road network that benefits all users.

This principle will be achieved by:

- Accommodating all types of delivery activity in centres including regular deliveries, short stopping activity e.g. post services, and special purpose vehicles for construction or maintenance;
- Providing loading and waste collection zones in centres that are away from street frontages and areas of high pedestrian activity and other road users, but close to the delivery destination;
- Supporting bicycle and other last mile delivery options including emerging technologies;
- Prioritising low-impact deliveries (such as active deliveries from local distribution centres) within Inner West, and other delivery vehicles to occur during quieter traffic periods such as after hours; and
- Support or incentives for vehicles with fewer emissions and the right size for delivery needs and streets.

What Council will do (key actions)

Prepare a Freight, Servicing and Delivery Movement Plan including:

- Review classification of designated freight and delivery routes;
- Identify opportunities to restrict loading times to minimise conflict with pedestrians in shopping areas;
- Identify appropriate locations and timing for designated freight and delivery loading/unloading spaces;
- Ensure major new developments can be accessed and serviced within their own site or on secondary street frontages;
- Maintain complementary land uses on main freight corridors and maintain these uses as a buffer to vulnerable types of development, such as residential;
- Require Transport Management Plans for proposed major developments; and
- Ensure the LEP supports local manufacturing, urban services and logistics to minimise freight and delivery distance; and
- Developing efficient and environmentally sustainable forms of managing waste which reduce conflicts between other land and road uses.

What Council can influence

- Support lower impact options for efficient ‘last mile’ deliveries including courier centres, bicycle couriers and autonomous deliveries; and
- Support and encourage low-emission and low noise freight delivery vehicles which include safety, GPS and on-board monitoring systems’.

LEGEND

 **SHORT TERM**
(<5 YEARS)

 **MEDIUM TERM**
(5-10 YEARS)

 **LONG TERM**
(>10 YEARS)

 **ONGOING**



KEY PROJECT

Increased support for efficient goods delivery

Freight and goods deliveries are essential for local economies and a significant increase in deliveries is an emerging issue with the increase in online shopping. There are several opportunities around developing a framework for freight and goods delivery, which effectively and efficiently utilise the transport network.

One key opportunity is kerbside parking/loading conditions. Council may seek to develop a uniform kerbside plan for Inner West, which includes adequate provision of loading facilities near land uses that generate these movements. Such a plan should be considered in line with the preferred transport hierarchy.

In descending order of planning priority for kerbside use, the hierarchy would include:

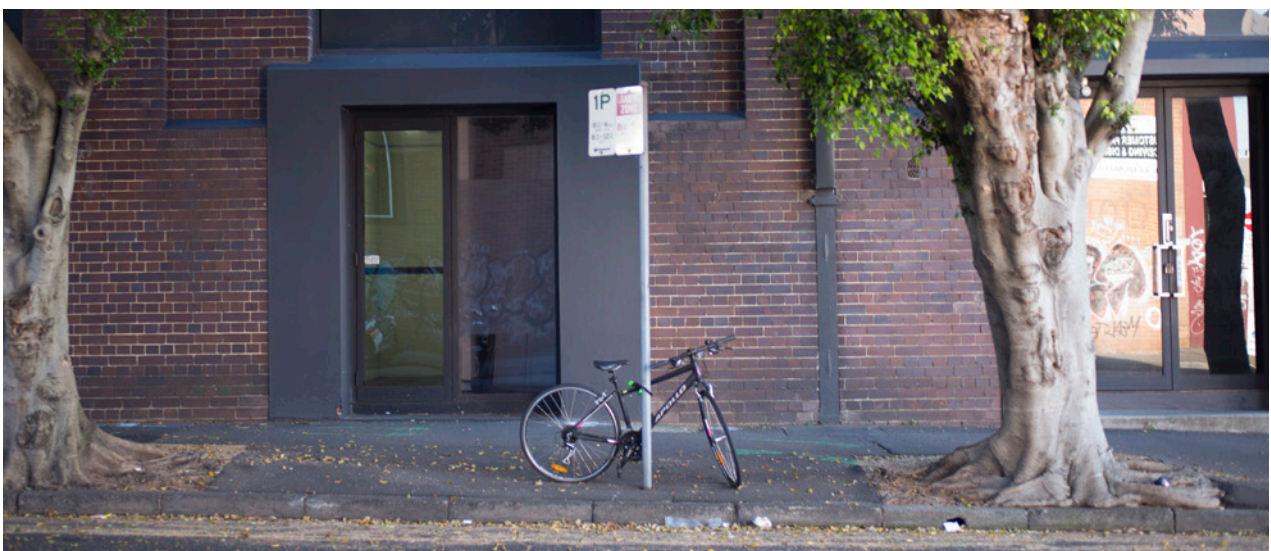
1. Bicycle and manually powered mobility device parking (for example shared scooters)
2. Public transport stops
3. Service vehicle zones
 - a. Mail zones
 - b. Truck zones
 - c. Loading zones
4. Taxi/rideshare zones
5. Carshare zones
6. Motorbike parking
7. Private vehicle parking
 - a. Accessible parking
 - b. Electric vehicle parking
 - c. Non-electric vehicle parking

Adequate freight vehicle zones will reduce freight and goods vehicle circulation and illegal

parking activity.

An issue which tends to arise in local centres is the long hours of loading zones (some operate the majority of the day), which can lead to extended periods of non-utilised kerbside space. A further initiative is to draw on the experience of Pitt Street Mall, Sydney CBD. Freight loading is restricted to a small period between 5am and 8am. By nominating a small window for deliveries to occur, this forces deliveries to occur in an efficient manner. Outside of these times, the space can be reallocated to other kerb side uses.

Some deliverables (to shops) or pick-ups (from shops) might be directed to distribution hubs within the LGA, which Council could incentivise.



7. Harness technology to improve information, safety, travel choices and environmental outcomes

Adoption of new transport technologies and innovation has the potential to increase the range of sustainable travel choices and give customers the information and options to plan their trip. The type, timing and extent of future transport technology is constantly evolving and responding to changing environments, information, customer expectations and innovation. Readiness and adaptability to consider and refine emerging technologies will help retain a focus on prioritising safety, sustainability and accessibility. By engaging in technology trials and development of solutions, Council will be able to provide direction on technology development that works for Inner West.

Electric vehicles (EVs) have been available in Australia for several years, and offer a clean alternative to petrol vehicles if they are powered by renewable energy sources such as solar or wind. Electric

vehicles are also very quiet and don't pollute the air, which is a major advantage in dense urban areas and on busy roads.

Development of a flexible yet principle-based transport technology framework for guiding and adopting new technology, will support a future transport system that aligns with Inner West's transport vision and values. A transport technology framework will provide a tool for Council to review, and respond to, new technologies as they arise. It will provide a benefits and risks assessment, identify areas for enhancement, and opportunities to address a number of transport objectives including, safety, environmental sustainability, connectivity, better mobility, and efficient freight.

This principle will be achieved by:

- Council involvement in the rollout of new technology

to ensure it benefits the community and potential risks are addressed;


- Staying up-to-date with technology development and involvement in trialling and testing to help shape best directions and outcomes;
- Planning charging infrastructure to meet the growing demand for electric vehicles;
- On-going consultation with the community to anticipate their changing needs and to assist in proactively initiating trials and schemes;
- Working closely with State and Federal government and the business sector to secure support and funding for innovation; and
- Embracing the growth in data provided through IT and incorporating it into planning, design and maintenance of transport assets.

What Council will do (key actions)

- Prepare transport technology framework, which identifies locations for electric vehicle charging powered by renewable energy and an assessment framework for Council's support of new transport technologies.
- Renew Council's vehicle fleet to electric vehicles and facilitate opportunities for council leaseback vehicles to be affordably released onto the used vehicles market (once their leases expire) , increasing the supply of affordable electric vehicles on the Australian market; and
- Require major new developments to include charging facilities.

LEGEND

 **SHORT TERM**
(<5 YEARS)

 **MEDIUM TERM**
(5-10 YEARS)

 **LONG TERM**
(>10 YEARS)

 **ONGOING**

What Council can influence

- Support trials of on-demand bus services to fill gaps in public transport network (i.e. Marrickville South);
- Advocate for a mass transit solution for Parramatta Road between Burwood/ Ashfield and Broadway – Central Station;
- Encourage vehicle GPS/app manufacturers to provide routing options that avoid high pedestrian activity areas, including main streets and school zones during peak pick-up and set-down periods;
- Partner with companies to provide EV charging points powered by renewables in publicly accessible locations and new development;
- Support Sydney's bus network being converted to an electric fleet; and
- Support technology advances that provide real-time information and/ or lead to a reduction in single occupancy vehicle movements.

LEGEND



KEY PROJECT

Innovative Mass Transit for Parramatta Road

Parramatta Road is a key bus corridor connecting the central-northern section of the Council area to the city. Buses run from various destinations, joining Parramatta Road at various intersections as they head towards the city. The Key Project under Principle 3 discusses revitalising Parramatta Road by installing cycle lanes, pedestrian improvements, urban design features, and importantly bus lanes for the full length.

Bus lanes used by general buses tend to be wider than general lanes, to account for the width of buses, and the safe movement of them within their lane. This extra width results in the need to slightly reduce the space available for pedestrians and cyclists to below the ideal space.

In addition, attracting people to use the mass transit lanes along Parramatta Road is important. The service along the road should be high frequency, in a high quality vehicle, with a smooth reliable ride. A range of technologies are available to accommodate these features, from high-spec buses, to guided buses that look like trams, to light rail vehicles such as those already operating in Sydney.

High-Spec Buses

A fleet of high-spec buses could be used to identify the mass transit service along the corridor, offering a quality ride at high frequency. These buses may have features such as level-boarding, ride-stabilising technology, Wi-Fi, and other features you might find on a light rail vehicle. However these buses would

still require the full bus-lane width resulting in less lane width for cyclists and space for pedestrians.

Bus Rapid Transit

BRT is the next level up of bus priority service, where buses are high-spec, a dedicated lane provided, buses would be granted green-light priority at intersections, high quality transit super-stops provided with level-boarding platforms. BRT is generally centre-running, however a kerbside option would work best for Parramatta Road. BRT systems are popular in South America, Brisbane's busways and Sydney's T-Ways are good Australian examples. BRT still has the issue of bus-lane width as they generally use standard or high-spec buses.

Guided Buses

These are high-spec buses which are guided either optically or magnetically. They may have similar features to BRT such as high quality stops and signal priority. However, they may operate in narrower lanes as they follow a very precise route and don't move around within a lane. While the ability of guided buses to be autonomously controlled is well documented, the most relevant mode of operation for the Parramatta Road Corridor would initially be semi-autonomous, with lane guidance and narrow vehicles permitting the system to operate within a standard traffic lane width under driver control. These vehicles may have stabilisation technology to improve comfort, and may be fully electric to reduce carbon emissions and noise pollution.

The additional infrastructure required within the carriageway for these forms of vehicles is relatively low-cost. Examples of optically guided buses operated in Rouen in France, and magnetically guided buses in Eindhoven, The Netherlands.

Optically-Guided Trams

These are a version of an optically guided bus that has its body constructed to appear as a tram or light rail vehicle. There are some narrow-vehicle examples in China.

Tram or Light Rail Vehicles

Whilst a Tram or Light Rail along Parramatta Road is possible, the construction of tracks is very heavy and expensive infrastructure and may not align with the outcomes sought for Parramatta Road. Potential road widening's may have

to occur, reducing space available for pedestrians and cyclists. Awnings may also be impacted. Various width vehicles exist however they tend to require more space at stops, although Melbourne has some innovative designs to address this.

Whatever the mass-transit vehicle chosen to operate along Parramatta Road, it must have features that identify the service and attract passengers to use it. It must offer high-frequency and comfort, as well as an easy-to-understand service. Council will work with stakeholders to achieve the urban design outcomes for Parramatta Road as a priority, and secondly work with stakeholders to identify the most-appropriate vehicle to operate along the corridor.



Source: Focustransport.org





6

INNOVATIVE IDEAS FOR THE FUTURE

This section provides innovative transport ideas for the future, supporting the Integrated Transport Strategy's vision of improving active and public transport for residents, visitors and workers of Inner West. It creates more reliable, high frequency north-south public and active transport connectivity, improving links between key existing and future economic centres and educational hubs including the Camperdown-Ultimo Health and Education Precinct, Sydney Airport, Green Square and the Bays Precinct. However, these ideas cannot be developed by Council alone and require institutional and financial partnership with State Government.

North-South Metro (or Inner Circle Line)

Sydney's existing and proposed future public transport network is critically missing north-south connectivity. This, combined with Sydney's historic hub and spoke rail network focusing on Sydney's CBD, means that rail travel from many areas requires an initial journey to Redfern or Central Stations prior to being able to travel in a North-South, or westerly direction. This counterintuitive movement acts as a significant deterrent for residents of Inner Sydney. Additionally, access to Sydney Airport is limited by the capacity of a line that only runs from the CBD to Wolli Creek, with limited connectivity to other areas.

All of the above engender a dependence on private car travel for many trips from Inner West and Inner South of Sydney.

Enhanced north-south rail connectivity could readily be achieved through the provision of an Inner Sydney Circle Metro. This line could potentially connect:

- Sydney Airport (International and Domestic Terminals);
- Sydenham Station (Metro Southwest, T8 Southern Line, T4 Illawarra and Cronulla Lines, as well as buses such as the 418,425 and M30);
- Ashfield Station (T2 Inner West Line and Liverpool Road buses);
- Five Dock Metro Station (Metro West, Parramatta Road services);
- Drummoyne (Victoria Road services);
- North west along Victoria Road toward Macquarie Park on the North-West Metro line or north east to Crows Nest Metro Station and/or Wollstonecraft Station on the North Shore Line; and
- Potentially continue south towards Brighton-Le-Sands and beyond.

Metro West Station for Leichhardt

The proposed Metro West will provide high-speed, turn up and go, access between Sydney CBD and Parramatta, however its current configuration does not provide a station in Sydney's Inner West. The service's current alignment jumps from The Bays Precinct to Five Dock bypassing Rozelle, Lilyfield and Leichhardt. The proposed service also misses the opportunity to connect with the highly successful Inner West Light Rail Line.

A minor realignment of the currently proposed route would provide much-needed rapid transit opportunities for Inner West residents by connecting with Inner West Light Rail Line at either at Leichhardt North or Marion Street. Such a proposal would be on the basis of providing better connectivity for the public transport network, and not on the basis of substantially higher local population than already exists. Given that light rail stations already exist at these locations, the local population should not increase because new services pass the existing station.

In addition to providing enhanced access to Inner West Light Rail services this connectivity would provide opportunities for transfer between the two modes; permitting a quicker trip to the City (for passengers transferring from light rail to metro services) and reducing demand on the light rail, which is currently at or near capacity during peak periods. This reduced demand would particularly benefit downstream light rail patrons at stops such as Rozelle Bay, Jubilee Park, Glebe and Wentworth Park which are currently experiencing high demand.

Rapid Public Transport Routes using future WestConnex and Western Harbour Tunnels

The State Government is planning two projects which will introduce road-based tunnels through Inner West Council:

- Western Harbour Tunnel – a new tunnel from the Rozelle interchange, under Sydney Harbour to the Warringah Freeway in North Sydney
- WestConnex - Stage 3 of the project will construct a tunnel linking the new M4 at Haberfield and M5 at St Peters, with stub tunnels to an interchange in Rozelle.

Sydney's public transport network generally lacks good north-south connectivity, and bus travel times between major centres are relatively slow. Currently, there are no or rapid public transport services that link the north shore and north-western Sydney directly with Inner West LGA.

There is opportunity to utilise the future road based tunnels for rapid public transport to improve connections between:

- North Sydney, Rozelle and Haberfield via the WestConnex and Western Harbour Tunnels; and
- Drummoyne (Victoria Road) and St Peters via the WestConnex Tunnel.

It is envisaged that public transport could run in their own dedicated lanes (or shared lanes depending on hour of the day) to connect residents directly to key employment, leisure and transport destinations in northern Sydney and southern Sydney (including North Sydney CBD, Northern Beaches and Kingsford Smith Airport) and by-pass surface based traffic. Routes could run from places such as Sydenham, Mascot, St Peters Stations or the Airport, to destinations such as Ashfield, Crows Nest/Chatswood, Drummoyne, and beyond. They could be high quality vehicles running at high frequencies, similar to the B-Line to the Northern Beaches. Bus routes could all surface at the Rozelle Interchange, allowing a single-point interchange between these routes.

Light Rail By-pass

Inner West Light Rail is a success story; it is well-utilised, carrying an hourly range of 2,050 to 3,250 passengers in each direction at peak periods. The light rail provides a critical north-south public transport route from Dulwich Hill to Central, servicing areas that previously lacked high-capacity and reliable public transport connections.

However, journeys can often be slow, particularly as the light rail passes through the Pyrmont peninsula. Services could be faster for passengers travelling and from Central if there was an optional Pyrmont peninsula bypass. This would provide a direct link between Glebe and Exhibition Centre light rail stops, without the need to pass through Pyrmont peninsula, enabling a bypass of 6 light rail stops. This could provide potential time savings of approximately 10 minutes per journey.

Bays Precinct to Green Square Transit Link

In addition to the growth anticipated in the Bays Precinct, Camperdown Collaboration Precinct and Green Square, a readily growing synergy of use is envisaged between biomedical, hi-tech and research uses in these areas (and the Australian Technology Park). In order to effectively foster these synergies it is essential to provide safe, friendly and efficient connectivity. In response to this the Strategy proposes a mass transit link, connecting The Bays Precinct Metro West Station with Green Square, via Camperdown and Eveleigh/ Australian Technology Park. This service would also provide an interface with services along Parramatta Road, thus providing a clean simple connection to the CBD as well as point-to-point travel between these major knowledge hubs. This is supported by the Eastern City District Plan.



GreenWays and The Green Grid

The Iron Cove to Cooks River GreenWay, even though only partially completed, is proving to be one of Sydney's most successful active transport projects. Not only does the GreenWay provide a safe, friendly active transport path, it offers opportunities for public art, place making, education and bush care within a significant environmental/biodiversity corridor.

Capitalising on the success of the Iron Cove to Cooks River Greenway, it is proposed to extend the GreenWay's reach; through the creation of new greenways, enhancement of existing green links and the building of a network of Green Streets.

This proposal is in keeping with the State Government's Sydney Green Grid Project and new greenways proposed include:

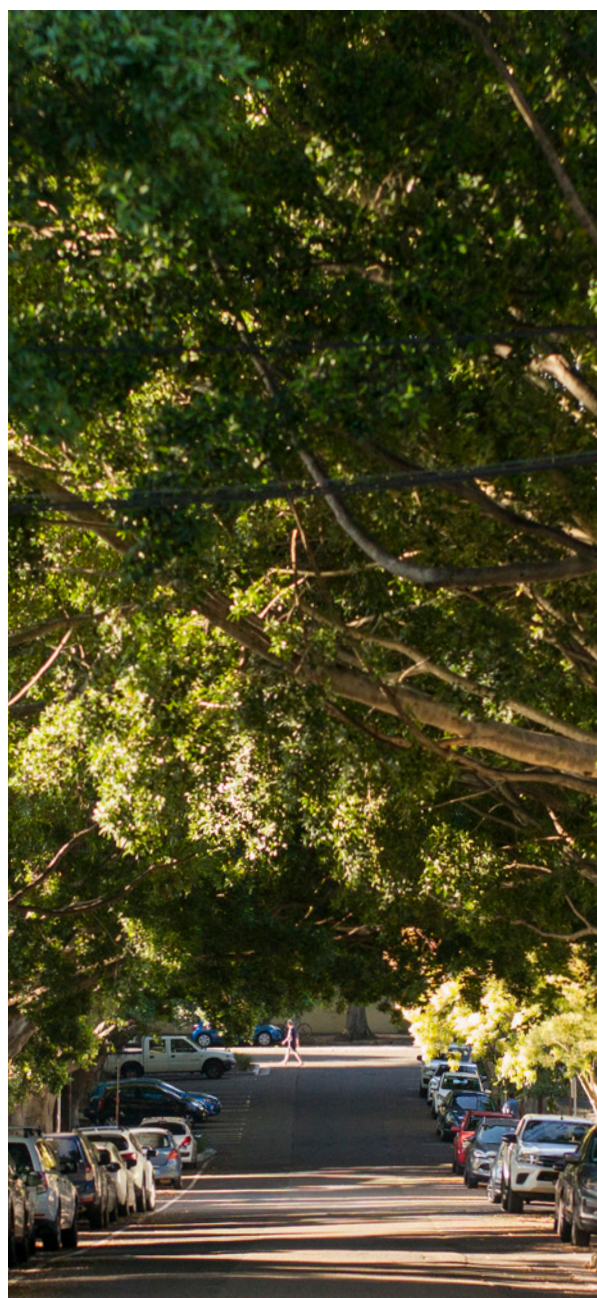
- Dobroyd Canal/Iron Cove Creek – between The Bay Run and Ashfield Aquatic Centre;
- The City West Cycle Link – between The Bay Run and CBD, via Blackmore Oval, Inner West Light Rail Corridor, Rozelle Railyards Linear Park, a reinstated Glebe Island Bridge and Pyrmont Bridge (for active transport);
- South-West GreenWay – between Sydenham Station and Bankstown, within the new Metro Southwest Corridor;
- Alexandra Canal – between Cooks River and Sydney Park; and
- Foreshore GreenWay – along the Sydney Harbour Foreshore between The Bay Run and Pyrmont, using foreshore paths and quiet local streets, including the Bays Precinct Foreshore, and connecting to the City West Cycle Link at Rozelle Railyards Linear Park.

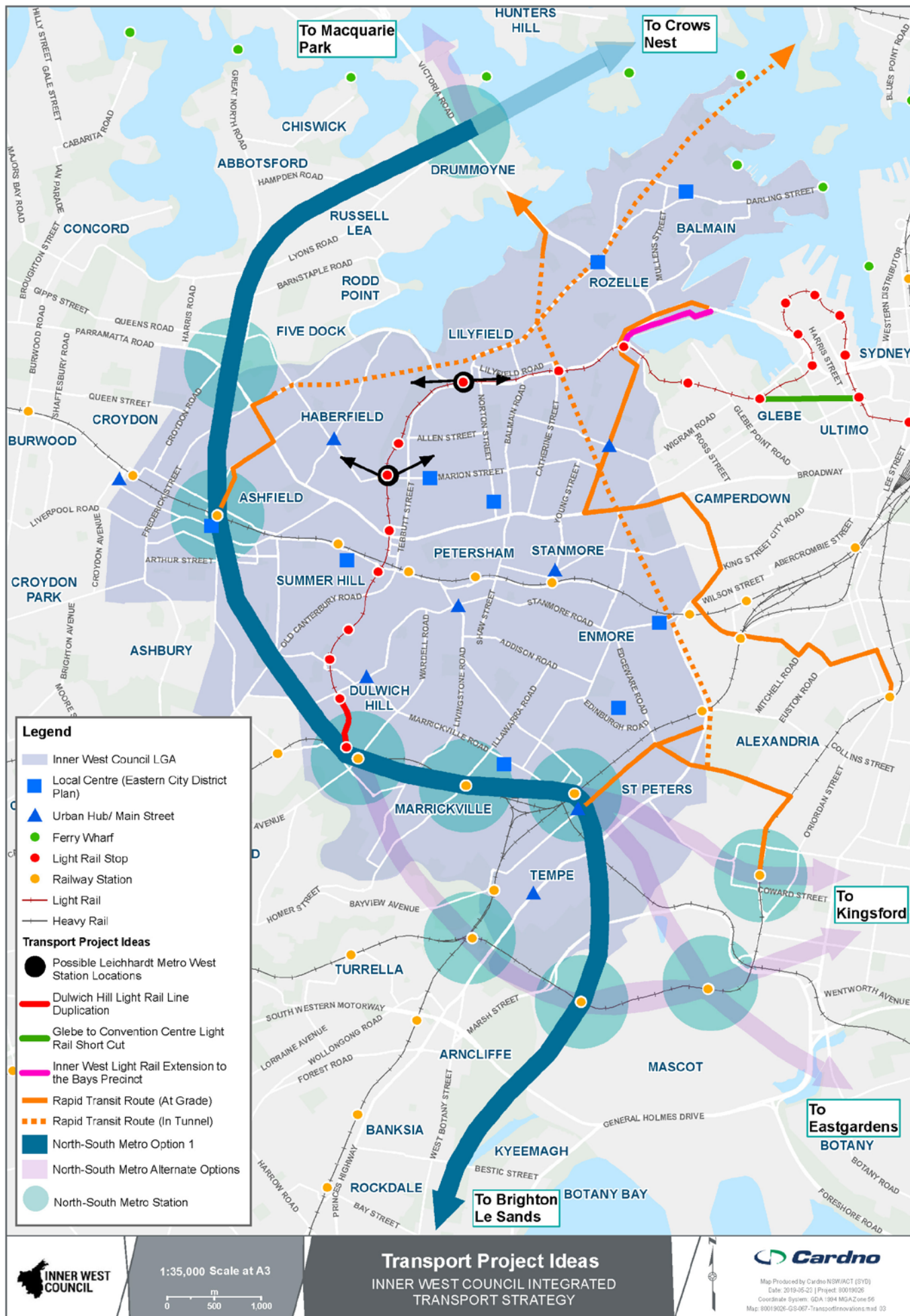
Enhanced and extended green cycle and pedestrian links which would include:

- Johnston's Creek – between Jubilee Park and Parramatta Road; and
- White's Creek – between Rozelle Railyards Linear Park and Salisbury Road.

All of these routes would be connect by a network of Green Streets with:

- Clearly defined active transport priority in which cars are treated as “visitors” and people are prioritised;
- Reduced traffic speeds and volumes; and
- Enhanced street planting and incorporating Water Sensitive Urban Design, with rain gardens, planted medians, increased tree canopies, minimised hard surfaces, rest places, public art and place making initiatives.







7

MONITORING PROGRESS

The implementation, monitoring and review of the ITS actions and reporting against its objectives is a crucial part in delivering the Integrated Future Transport Network. The following sections set out the:

- Approach to reviewing the Transport Action Plan;
- Measuring performance against the transport principles and values; and
- Regular reviews and updates to the Integrated Transport Strategy.

7.1 REVIEW OF TRANSPORT ACTION PLAN

The Transport Action Plan should be reviewed annually to track progress against implementation: An Annual Progress Report should also be prepared to review and provide feedback on progress against the transport core values and principles, and implementation of the transport actions.

This review of the progress against the transport actions could be incorporated into Council's regular Integrated Planning and Reporting Framework to formalise the monitoring and reporting process.

7.2 REVIEW OF THE ITS

To ensure the ITS remains current as Inner West grows, transport projects are delivered, and new technologies are trialled and launched, it should be reviewed every three to five years. The review of the ITS should include:

- Review of the most recent residential and worker population forecasts;
- Review of updated travel behaviour and patronage data;
- Changes to the transport network;
- Updated mapping to include new destinations, transport networks and analysis;
- Review of transport vision and transport values and principles;
- Review each transport principle and related actions; and
- Consult with stakeholders to understand changing needs and priorities.





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