



INNER WEST COUNCIL

Draft Integrated Transport Strategy - Public Exhibition

Engagement Outcomes Report

Summary

Council engaged the Inner West community on the draft Integrated Transport Strategy (the Strategy) via engagement platform, Your Say Inner West (YSIW).

The plans were on public exhibition from 24 June to 28 July 2019. During public exhibition, there were 23 exhibition events comprising of public drop-in information sessions and information pop-ups. A total of 823 people were informed about the Integrated Transport Strategy through these engagement methods. There were also presentations made to the Inner West Transport Advisory Local Democracy Group and the Transport Advisory Committee.

There were 1,400 visits on the YSIW website. Council received 82 individual submissions and 13 submissions from organisations. Respondents were predominantly local residents.

The submission form required participants to determine their level of support for the Integrated Transport Strategy's vision, values, transport planning hierarchy, principles, key projects and innovative ideas for the future.

Between 82% and 84% of respondents agreed with the Strategy's vision, values, hierarchy and principles.

Between 71% and 89% of respondents agreed with the key transport projects within the Strategy relating to:

- A Local Environmental Plan (LEP)/Development Control Plan (DCP) project that supports active and sustainable transport
- 40 km/h streets across the Local Government Area (LGA)
- Improving active and public transport on Parramatta Road
- Building Inner West's cycling network
- Developing a high frequency east-west and north-south grid bus network
- Developing an efficient goods delivery network

Between 66% and 86% of respondents agreed with the key transport projects within the Strategy relating to:

- A North-South Metro line
- A Metro West Station interchange with light rail in Leichhardt
- Using WestConnex tunnels for public transport
- A light rail shortcut between Glebe and Exhibition Stations
- A rapid public transport network between Bays Precinct and Green Square via Camperdown and Newtown
- Extending Inner West Greenway and developing a Green Grid

Background

Inner West Council has developed an Integrated Transport Strategy for the Local Government Area. Most residents of the Inner West are located within a reasonable walking distance to a heavy rail, light rail, bus, or ferry stop, with reasonably frequent services connecting east- west towards the Sydney CBD. Just over 62% of our working resident population work either within the Sydney CBD or within the Inner West LGA which allows for more sustainable transport modes to be utilised to get to and from work.

However, we still face a number of transport challenges. Roads are generally congested during weekday peak periods and weekends, there is crowding on a number of public transport services, competition for parking is high, there are limited safe, separated cycle paths and there is poor north-south public transport connectivity.

Going Places: an Integrated Transport Strategy for Inner West, aims to address future transport challenges relating to congestion, public health, liveability and climate change. The Strategy provides plans 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.

Initial engagement was undertaken in November of 2018 with internal Council stakeholders and transport action groups to develop the Integrated Transport Strategy. This was followed by public exhibition. The purpose of public engagement was to seek the community's feedback and level of support on the Integrated Transport's vision, values, principles, transport hierarchy, key projects and innovative ideas to enable Council to develop further plans, working relationships with key stakeholders and capital works programmes that deliver sustainable transport for the LGA.

Engagement Methods

Engagement was undertaken via the following methods:

- Your Say Inner West project page
- Public drop-in information sessions
- Information pop-ups
- Local Democracy Group Presentation

Promotion

The public exhibition period was promoted via:

- Your Say Inner West project page
- Council's website
- Social media
- Email to identified groups

All promotion collateral directed people to the online submission form on YSIW.

Engagement outcomes

The following section analyses the responses to the survey, and comments from 82 individual responses and 13 responses from organisations.

Who did we hear from?

The diagram below indicates that the majority of respondents (94%) were from Inner West LGA. The majority of respondents were from Ashfield, Dulwich Hill, Marrickville and Rozelle.

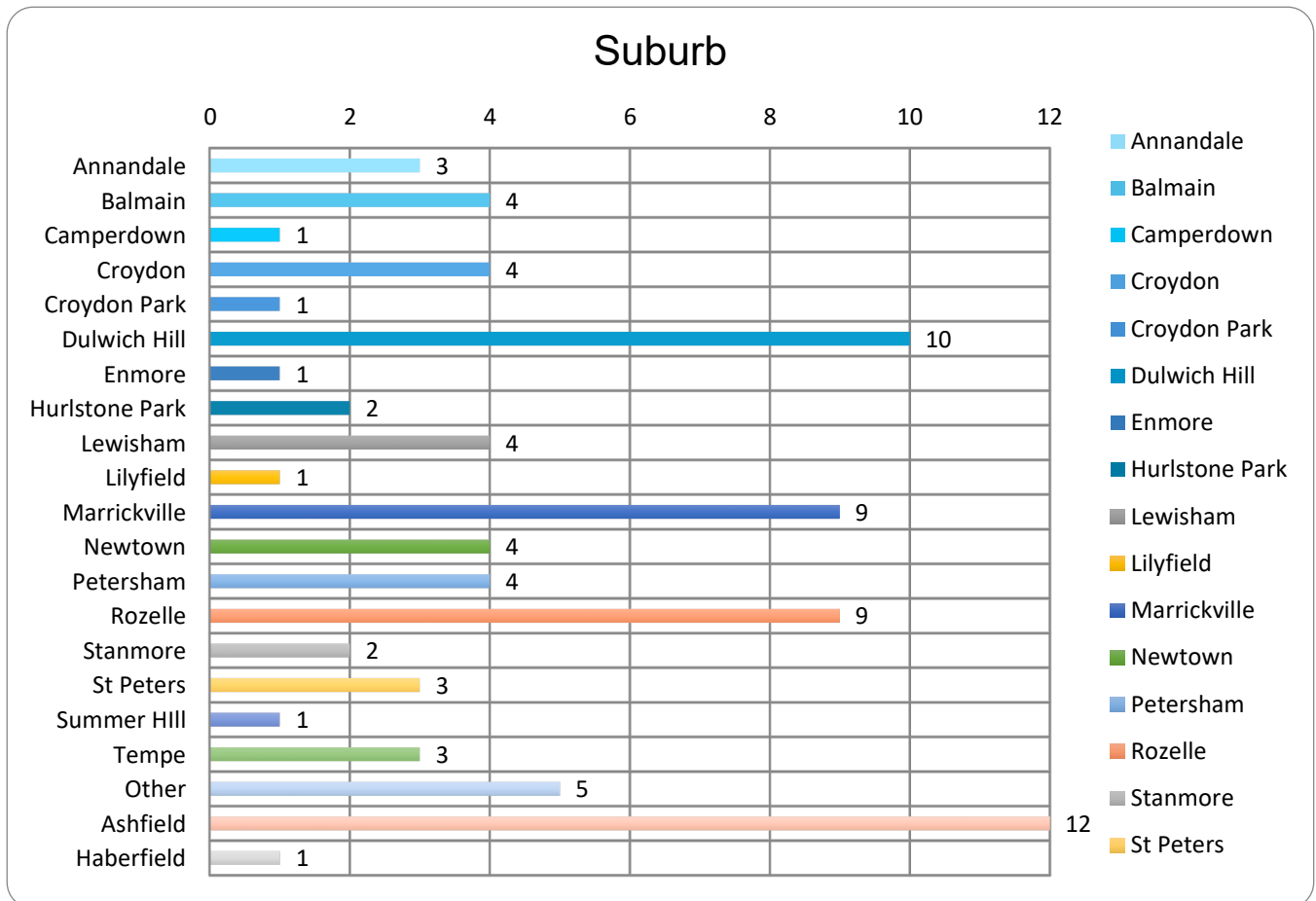


Figure 1: Respondents' place of residence

Individual Responses

The following section summarises the individual responses received to each survey question through yoursay.innerwest.nsw.gov.au. 82 Individuals responses were provided to the Integrated Transport Strategy.

Q1. The Strategy includes a vision for Transport in the Inner West (refer to page 30). To what extent do you agree with this vision?

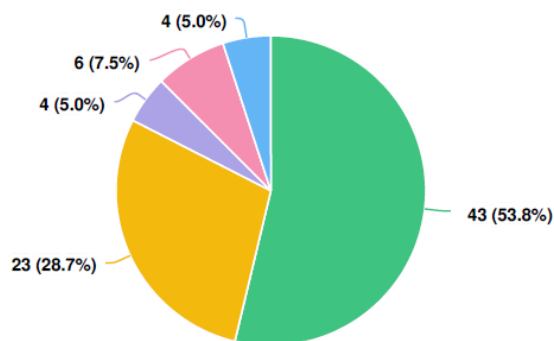


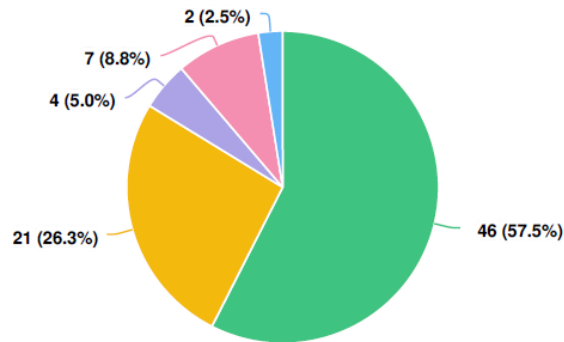
Figure 2: Responses to level of support for the Transport Vision

Question options

● Strongly ● Somewhat ● Neither/Don't know ● Somewhat disagree ● Strongly disagree

Figure 2 demonstrates that 82.5% of respondents supported the Strategy’s transport vision. 53.8% ‘strongly supported’ the vision, and 28.7% of respondents ‘somewhat’ supported the vision.

Q2. The Strategy includes a set of values for transport in the Inner West (refer to page 31). To what extent do you agree with these values?



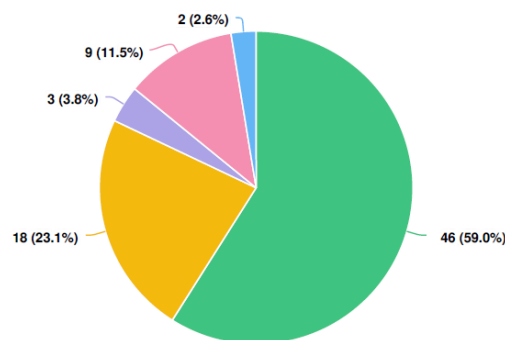
Question options

● Strongly ● Somewhat ● Neither/Don't know ● Somewhat disagree ● Strongly disagree

Figure 3: Responses to level of support for the Transport Values

Figure 3 demonstrates that 83.8% of respondents supported the Strategy’s transport values. 57.5% ‘strongly’ supported the values, and 26.3% of respondents ‘somewhat’ supported the values.

Q3. The Strategy outlines the priorities for transport in the Inner West (refer to page 32). To what extent do you agree with these priorities and their order?



Question options

● Strongly ● Somewhat ● Neither/Don't know ● Somewhat disagree ● Strongly disagree

Figure 4: Responses to level of support for the Transport priorities (transport planning hierarchy) for the Inner West

Figure 4 demonstrates that 82.1% of respondents supported the Strategy’s transport priorities. 59% ‘strongly’ supported the transport priorities, and 23.1% of respondents ‘somewhat’ supported the priorities.

Q4. The Strategy includes a set of seven principles for Transport in the Inner West (Refer to page 33). To what extent do you agree with these principles?

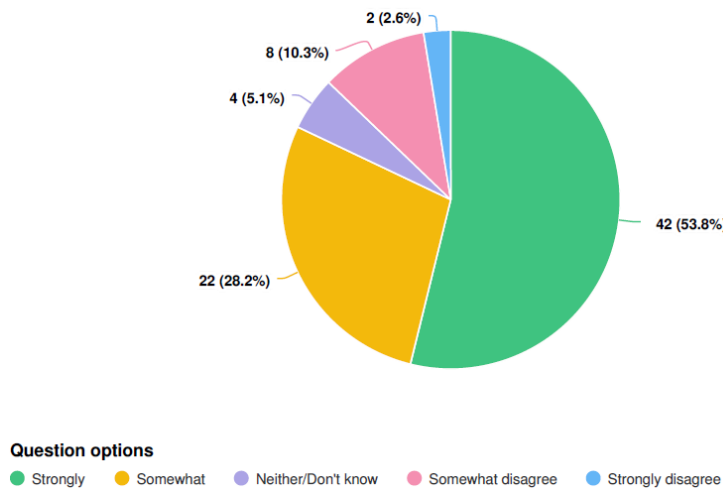


Figure 5: Responses to level of support for the transport principles of the Strategy

Figure 5 demonstrates that 82% of respondents supported the Strategy’s transport principles. 53.8% ‘strongly’ supported the transport principles, and 28.2% of respondents ‘somewhat’ supported the transport principles.

Q5. Each principle includes a key project for Council to progress. To what extent do you agree with the seven key projects?

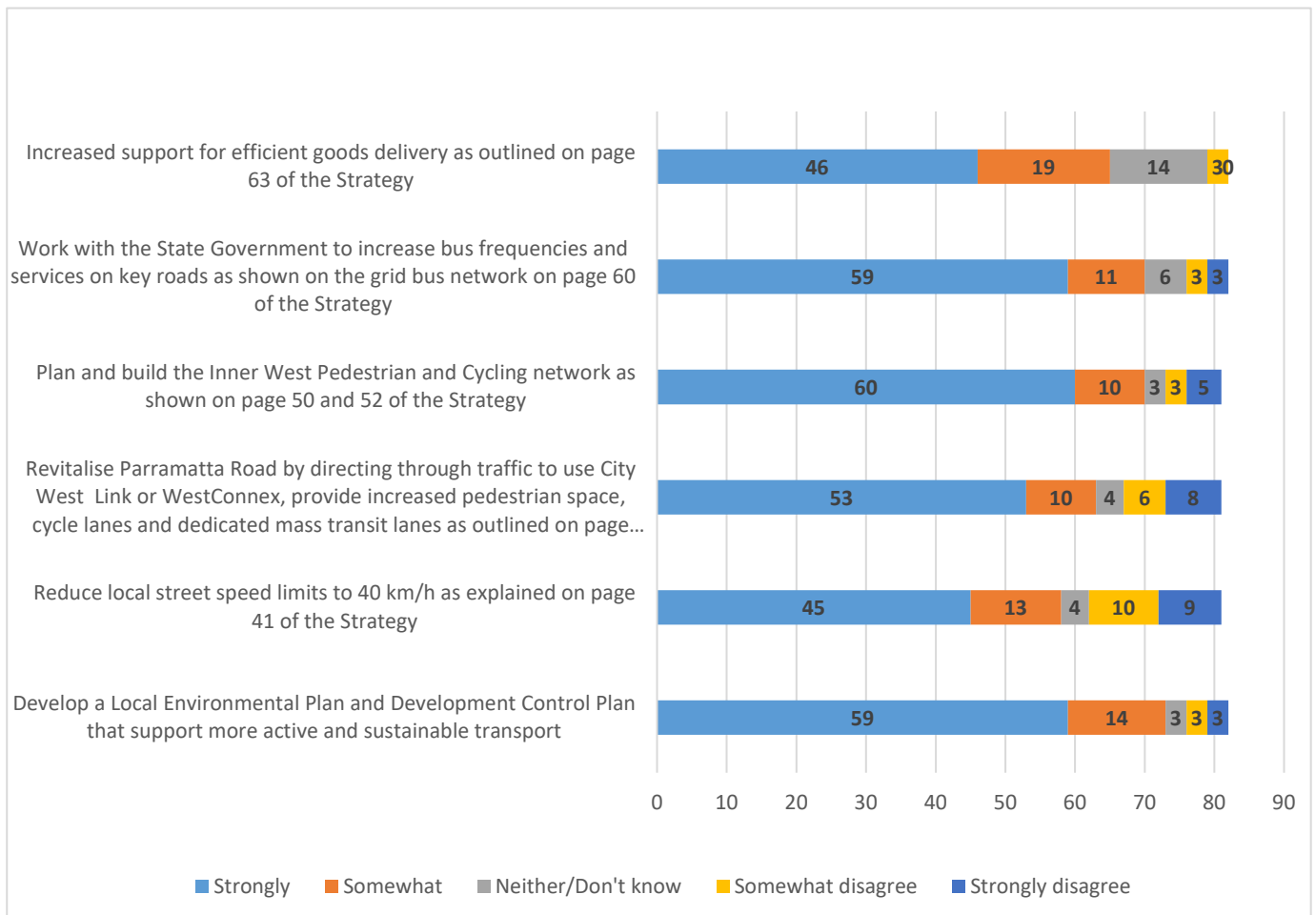


Figure 6: Responses to level of support for the Strategy’s seven key projects

Figure 6 demonstrates a majority of support for all key projects proposed in the Integrated Transport Strategy:

- **Efficient goods delivery network** – 79% of respondents strongly or somewhat agreed with this project
- **Grid bus network** – 85% of respondents strongly or somewhat agreed with this project
- **Building Inner West cycling network** – 85% of respondents strongly or somewhat agreed with this project
- **Parramatta Road with improved active and public transport** – 77% of respondents strongly or somewhat agreed with this project
- **LGA – wide 40 km/h streets** – 71% of respondents strongly or somewhat agreed with this project
- **LEP/DCP project that supports active and sustainable transport** – 89% of respondents strongly or somewhat agreed with this project

Q6. Part 6 of the Strategy outlines a number of innovative ideas for the future. To what extent do you agree with the ideas (Refer to plan on page 72)?

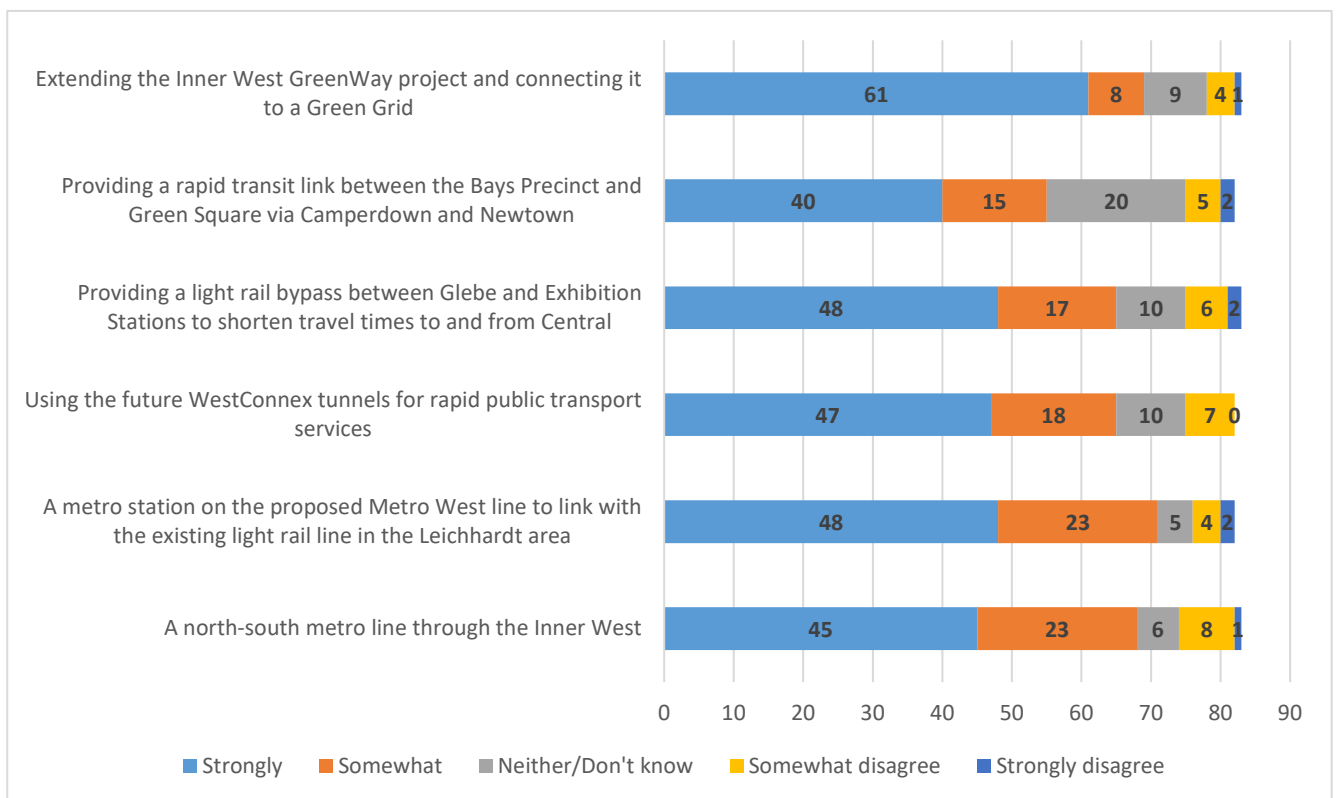


Figure 6: Responses to level of support for the Strategy's innovative ideas for the future

Figure 6 demonstrates a majority of support for all innovative ideas for the future as proposed in the Integrated Transport Strategy:

- **Extending Inner West Greenway and developing Green Grid** - 83% of respondents strongly or somewhat agreed with this project
- **Rapid transit between Bays Precinct and Green Square via Camperdown and Newtown** – 66% of respondents strongly or somewhat agreed with this project
- **Light rail shortcut** - 78% of respondents strongly or somewhat agreed with this project
- **Using WestConnex tunnels for public transport** - 78% of respondents strongly or somewhat agreed with this project
- **Metro West Station interchange with light rail in Leichhardt** - 86% of respondents strongly or somewhat agreed with this project

- **North-South Metro line** – 82% of respondents strongly or somewhat agreed with this project

Question 7 of the survey enabled comments to be provided by respondents in free text. The comments were analysed according to key themes/topics. The top 5 key topics are provided below. A summary of comments from individuals is provided in **Attachment 1** of this report.

1) Support for safer and segregated cycling infrastructure

Eighteen (22%) responses contained comments which supported Strategy's actions to develop safer and segregated cycling infrastructure. Comments included support for bike lanes that were separated from vehicular traffic and pedestrians, the need for Local and State Government to work in partnership to deliver a safe and separated cycling network, and the need to provide more segregated cycling lanes on main roads.

2) Support for slower-speed streets

Ten (12.2%) responses contained comments which supported the Strategy's vision and actions to create slower speed streets for vehicles. A number of comments supported an LGA-wide 40km/h speed limit on local streets, with some individuals stating that speed limits should be lower at 30km/h or less. Other comments related the importance of using urban design treatments, such as verges and vegetation, to encourage slower speeds for vehicles.

3) Improve safety and comfort for pedestrians

Eight (9.8%) responses contained comments supporting the Strategy's directions for improving the safety and comfort of pedestrians. Individuals stated that Council should improve the condition and lighting of footpaths, working with State Government to provide more timed pedestrian crossings, pedestrian ramp upgrades for people with disabilities and prams and the need to widen footpaths at key locations.

4) Improve frequency and network of bus services

Four (4.9%) responses contained comments relating to the necessity of improving the frequency and network of bus services. A number of comments stated that late night bus services should be increased in areas with diverse night time activities, such as Newtown and Enmore. Other comments stated that bus services between Inner West and the eastern suburbs needed to be improved, and bus routes should have more lane priority on main roads.

5) Support for mass transit on Parramatta Road

Four (4.9%) responses contained comments that Council should work with State Government to implement a mass transit solution for Parramatta Road.

Objections

There were a number of comments which objected to elements of the ITS, such as concerns for the viability of businesses on Parramatta Road if parking is removed to implement active and public transport, and objection to zero-minimum parking in residential developments. However, no more than 2 individuals raised objections to individual components of the ITS.

Comments received from organisations

Thirteen (13) submissions were received by organisations on the ITS, from:

- Bayside Council
- Inner West Bicycle Coalition
- Transit Systems
- Eco Transit Sydney
- Marrickville Chamber of Commerce
- Smove Sydney
- Allan Dale Real Estate
- Florsheim JK Scoot Pty Limited
- Haberfield Public School Parents and Citizens Association
- Walk Sydney
- Inner West Transport Advisory Committee
- Joint Submission between AMP Capital/Urbis/Metro Storage

The comments were analysed according to key themes/topics. The top 5 key/themes topics are provided below. All summarised comments from organisations are provided in **Attachment 2** of this report.

1) Support measures to make cycling safer, more comfortable and attractive

Seven (7) organisations made comments that supported the Strategy's vision and actions for making cycling safer, more attractive and comfortable. A few comments included the need for Council to provide separated cycle ways in the appropriate locations, adding additional cycling routes on the concept cycling map, and connecting cycle routes with key public transport stops and hubs.

2) Support for slower speed limits to improve pedestrian and cyclist safety

Five (5) organisations made comments that supported the Strategy's vision and actions in implementing slower speed streets of 40km/h or less on local roads. Comments were made that 40km/h were still too fast on a number of streets, and that Council should advocate for 30km/h on local streets.

3) Support for safer and more comfortable pedestrian links

Five (5) organisations made comments which supported the Strategy's measures to support safer, more comfortable pedestrian links. A number of comments stated that Council should implement measures to separate high volume traffic from pedestrians, provide safer, more frequent pedestrian crossing in busy roads such as Parramatta Road, and minimise driveways on main streets to reduce risk of pedestrian injuries from vehicles.

4) Disagree with cycle lanes on Parramatta Road

Four (4) organisations disagreed with the Strategy's vision of investigating cycle lanes on Parramatta Road. Concerns were raised that parking and loading zones would be removed, adversely impacting on the viability of businesses. Comments were made that cyclists should be using 'back streets' instead of the main road.

5) Support for 24 hour public transport lanes on Parramatta Road

Three (3) organisations made comments which supported the Strategy's vision to implement 24 hour public transport lanes on Parramatta Road. Suggestions were made that light rail should be considered.

Attachment 1: Summary of comments from individuals

No. of Sub's	Issue	Summary of comments raised in submissions
18	Support for separated and safer cycling infrastructure	<ul style="list-style-type: none"> • Support protected cycle lanes. • Continue work with State Government. Without co-operation, the active transport plan will not be as effective. • Also need traffic calming elements, such as speed humps. • Re-open Glebe Island Bridge for cycling. • More signage to make motorists aware of cyclists. • Carrington Street cycleway needs to be reviewed for safety as side roads join onto this cycleway. • If we focus cycle routes on main roads, we need to ensure we get State Government support or we could end up with a dis-jointed network. • Shared paths are dangerous for pedestrians. • Support for separated cycle lanes on Parramatta Road. • Consider development impacts on cycle routes. • Consider separated cycle lanes over or alongside light rail or heavy rail. • Missing cycling networks around Tempe and St Peters and around Sydenham Station • Reduce on-street parking so cyclists aren't 'doored'. • Separated cycle lanes on busy roads are required. • Cycling is difficult in Inner West due to pinch points in key streets and steep hills. • Separated cycling paths should be provided on King Street. • Would love to see more shared zones.
10	Support for slower speed Streets	<ul style="list-style-type: none"> • The 40 km/hr speed limit will help to reduce injuries and fatalities, especially for vulnerable road users. • Use vegetation to encourage slower speeds. • The speed limit should be lower - 30km on local roads.
8	Support for safer and more comfortable active pedestrian links	<ul style="list-style-type: none"> • Need to make footpaths more safe • A number of footpaths need to be improved. • More places with pedestrians improves consumer spending for businesses. • Re-open Glebe Island Bridge for pedestrians. • More timed pedestrian crossings. • Need to identify key pedestrian routes and keep footpaths well-maintained and easy for prams (introduce well-directed pram ramp. • North Marrickville needs more safe crossings. • We need to widen footpaths and use pedestrian refuges where possible. • Local roads need more crossing points and safer traffic calming measures.
4	Increase/improve bus Services	<ul style="list-style-type: none"> • Need bus improvements between Inner West and Eastern Suburbs

		<ul style="list-style-type: none"> • More late night bus services required - e.g. in Newtown and Leichhardt • Individual comments were raised relating to bus routes in Inner West that need improvements in terms of frequency, coverage and lane priority.
4	Support for mass transit on Parramatta Road	Support for mass transit on Parramatta Road.
4	Council needs to manage rat runs that parallel major roads	There needs to be a strategy developed for removing 'rat runs' that are parallel to major roads such as Parramatta Rd
3	General support for ITS	<ul style="list-style-type: none"> • Excellent plan • An incredibly fantastic initiative and set of principles to guide future transport and land use, prioritising people and safety in the correct order. • Commends Local Council on starting this process & emphasising greater use of public transport.
3	Support for electric vehicles and electric charging infrastructure	<ul style="list-style-type: none"> • Support for developments to provide electric charging infrastructure. • Support partnerships with private industry for electric charging facilities on public land. • Council should use electric vehicles for garbage collection to reduce noise pollution. • Encourage private vehicles to use electric charging infrastructure
3	Support for North-South Metro	<ul style="list-style-type: none"> • Supports this project. • North/South Metro will improve public transport connectivity and reduce reliance on cars.
3	Support to keep Parramatta Road primarily for cars and parking	<ul style="list-style-type: none"> • Keep Parramatta Road primarily for cars. • Taking parking away from businesses will force businesses to close. • Object to 24 hour transport lanes on Parramatta Road.
3	Support for improved integration between public transport services	<ul style="list-style-type: none"> • It is important to integrate different forms of public transport so that so that transfers between modes can be undertaken with minimal waiting times. • Bus interchange at Bays Precinct should be provided to integrate with the proposed Metro West Station. • Support for metro west interchange with light rail
2	Does not support cycle lanes on Parramatta Road	<ul style="list-style-type: none"> • Cycle lanes will reduce parking, loading zones and will destroy viability of businesses. • Cycling should not take a top priority in transport planning for Parramatta Road. • Parramatta Road will not be safe for cyclists.
2	Don't support zero car parking in private developments	Zero provision of parking in residential buildings will exacerbate on-street parking issues.
2	Transport planning needs to be linked with land use planning	<ul style="list-style-type: none"> • The ITS needs to be strongly linked to land use planning to support public/active transport use, such as Transit Oriented Development. • New development should be placed close to public transport to ensure an efficient movement of people.
2	Support for on-site parking for new developments	Support for on-site parking for new developments and restricted on-street parking permits.
2	Support for behavioural change programmes to increase shift	Supports Council having a stronger commitment to behavioural change programs to support moving from private to public and active transport.

	from private vehicles to public and active transport.	
2	Support for improved community bus services	<ul style="list-style-type: none"> • Support for community buses to transport passengers to sporting fields and recreational facilities on weekends. • Need to improve community bus services for the elderly.
2	Improve accessibility on public transport	<ul style="list-style-type: none"> • Support improved accessibility on light rail and heavy rail stations. • A number of light rail stations such as Leichhardt North Light Rail are difficult for seniors to access due to the steep entrances.
2	Support for reduced crossing distances	We need signalised crossing on busy and difficult roads to cross.
2	Support for maximum parking rates	
1	Light rail capacity needs to be improved	Seniors often have to stand on the Light Rail (LR) as designated seats are occupied.
1	Improve coverage of ferry services	There are existing ferry wharves that can be used for ferry services, for example, the existing wharf outside La Montage.
1	More on-street car parking is needed	Need more car parking in Parramatta Road to support businesses
1	Support for free shuttle link loops in the LGA	Support Council's free shuttle link loops throughout the LGA
1	Support for Metro West Station in Leichhardt	Metro West Station should be on the Rozelle side to be accessible to businesses.
1	Infrastructure for Carrington Road	If the Carrington Road proposal goes ahead, there is no public transport infrastructure to support it.
1	Typo	Under values it says: Transport in Inner West can be relied upon for all types of trips. It is resilient to climate change and responds to changing needs.
1	Objection to North-South Metro	Concerned with adverse impacts on the LGA from construction.
1	Support for north-south public transport services through the LGA	North-south public transport system can be implemented with new and more frequent bus routes, and should be electric buses.
1	Objection to limiting private cars on streets	Limiting car use may make it difficult for the elderly and families
1	Support for increased road signage to improve road safety	More road signage is needed for road safety
1	Support for increased monitoring of trucks for braking	We need increased monitoring of trucks using engine braking to manage adverse noise impacts.
1	Support for dedicated bus lanes on Anzac Bridge	There is currently no bus lane in either direction on Anzac Bridge. So buses have to crawl at the same speed as cars when they hit the bridge.

1	Victoria Road Masterplan required	Supports a Victoria Road Masterplan to support active and public transport after the Iron Cove Link is built.
1	Support for restricted parking in new developments	New developments located near public transport should not have to include off- street parking for residents.
1	Support for off-street garbage collections	Council should require off-street garbage collection for new development
1	Support for car share	There should be minimum controls for car share parking in developments
1	Support for public transport at White Bay	Council should work with State Government to provide mass public transport at White Bay
1	Support for a monorail	Build the Sydney Monorail
1	Support for electric buses	Inner West Council should be cooperating with other councils to prioritise the electrification of the bus fleet.
1	More information is required on driverless cars	Driverless cars are expected to significantly reduce the need for private car ownership plus electric vehicles are beginning or shortly will be available but these options do not appear to be taken into account.
1	Support for car free areas	I am disappointed that no car free areas are proposed even if only short-term. Why not restrict some streets for kids to play during school holidays?
1	Concern for adverse impacts on biodiversity corridors from active transport plans	If priority is given to active transport then there is a risk that more bush and bush corridors will be destroyed.
1	Council should wait for WestConnex to finish before implementing the Integrated Transport Strategy	We should wait for WestConnex to finish before implementing transport plans. We don't really know how it will impact the road network.
1	Restrict cars parking on footpaths	We need more restrictions on cars parking on footpaths and forcing people to walk onto roads.
1	Support for more pedestrian foot bridges	<ul style="list-style-type: none"> • Advocate to RMS for a pedestrian/cyclist footbridge over Dobroyd Parade (M4) near Waratah St, Haberfield. • Advocate to RMS for improvements to the footbridge over Parramatta Rd at Bland St, such as (a) larger lift, (b) lift that doesn't break down approx. every 6 weeks or (c) ramps.
1	Miscellaneous	<ul style="list-style-type: none"> • Improvements to the Commonwealth Seniors Health Card. • RMS need to audit their signs for safety as some signs are 'distracting'.
1	Greater co-ordination is needed between Local, State and Federal Government in Transport Planning	<ul style="list-style-type: none"> • There needs to be a realistic, co-ordinated, committed approach between various levels of Government (Local, State & Federal), plus various utility providers. • Integrated Projects need researching, detail planned & be fully implemented.
1	Objection to closing roads for sports and leisure activities	Essential, key, arterial roads & bridges (Gladesville, Iron Cove, Anzac & Harbour + tunnel) should never be voluntarily closed to traffic for sporting activities
1	Support for ecologically sustainable outcomes in transport	Transport should be powered by clean and renewable energy

1	Support for de-centralisation to reduce travel times	We need to de-centralise our cities to satellite cities to relieve peak time movements.
1	Support for a public transport hub in Leichhardt.	Norton & Marion Streets, have a large volume of buses. There is need for an interchange hub (Bus, Metro, Light Rail, Car share).
1	Support working from home to reduce vehicle congestion	Work from home means less vehicles used on the road.
1	Support signalling upgrades to the T2 line as per the recommendation of the ITS	
1	Support for improving traffic flow for vehicles in the LGA	Support for measures to improve traffic on streets such as removing traffic lights and implementing one-way streets.

Attachment 2: Summary of comments from organisations

No. of Sub's	Issue	Summary of comments raised in submissions
7	Support measures to make cycling safer, more comfortable and attractive.	<ul style="list-style-type: none"> • Support safe, accessible and connected active transport. • Connect cycling routes to key public transport stops and hubs. • Support safer cycle crossings. Safe bicycle crossings on major roads, such as City West Link, Darley Rd, Parramatta Rd, Victoria Rd, Stanmore Rd are required. • Strongly support the actions by Council to revitalise roads, and actions to influence other bodies. Space for cyclists on Parramatta Rd, Pymont Bridge Rd and Victoria Rd would be of great benefit. • Add a few more routes added to the Cycling Network on p52. For instance, Darling St is the main route to and through Balmain but is not shown. Other routes missing are Moore/Booth (existing main east/west route), Norton, Main Street), The Crescent, Ramsay/Marion, Waratah, Addison Rd and Campbell/Edgeware, and some others. • Cycle lanes should consider width of cargo bikes for deliveries. • Intersections where cyclists are exposed to left turning vehicles should be protected by better design and storage areas for cyclists away from vehicles. • Support for bike lanes on Parramatta Road. • Opportunities through the proposed park in Bays Precinct. • Support 3m wide cycle ways and 3.5m wide shared paths. • Improve cycling connectivity between Marrickville Metro and Sydenham Station. • Support South-West Greenway. • Support City-West Cycling through Rozelle Railyards. • Separated cycle ways should only be put in appropriate locations. • More awareness is required by motorists that cyclists are entitled to use the road and are responsible for cyclist safety. • Investigate potential shared path adjacent to light rail extension into the Bay's Precinct. • Link green grid to Tempe, Marrickville and Balmain.
5	Support for slower speed limits to improve pedestrian and cyclist safety	<ul style="list-style-type: none"> • 60km/h in semi-arterial roads like the Crescent are too high • Speed limit of 50 km/h is high by world standards. • Local streets are generally not safe for cyclists due to higher speed environments. • Recommend 30km/h on certain streets, 40km/h is not enough.
5	Support for safer and more comfortable pedestrian links	<ul style="list-style-type: none"> • Fully support initiatives to improve safety for all users, especially making walking to school a safe and viable choice for the community, improving the safety of local streets, and working towards lower speed limits. • Improve crossing points on local roads and reduce distances between them on main roads.

		<ul style="list-style-type: none"> • Need more shared zones or pedestrian priority at minor road crossings. • Manage rat-runs. • Minimise driveways and on-street parking to improve line-of-sight for pedestrians and reduce pedestrian crashes. • More separation between high volume traffic and pedestrians. • Inadequate safe crossings on Parramatta Road. • Need to improve lighting at crossings. • Paths should be 1.8m or wider and vegetation needs to be regularly trimmed. • Support having public transport within 10 minute walking distance. • Re-open Glebe Island bridge for pedestrians, however be wary on impacts from cement trucks and/or RMS returning the cycling/pedestrian lane on Anzac Bridge into car lanes. • Council should investigate the potential for creating a permanent elevated walkway (i.e. a narrow highline) along the top of the existing white viaduct that has long rested between the eastern end of Piper St in Annandale and Forest Lodge's PCYC. • The indicative pedestrian network does not go far enough, all footpaths need to be prioritised for walking.
4	Object to cycle lanes on Parramatta Road	<ul style="list-style-type: none"> • Businesses are reliant on parking and deliveries, removing parking will destroy the viability of businesses. • Parramatta Road is too dangerous for cyclists. • Cyclists should use backstreets.
3	Support for Parramatta Road 24 hour public transport lanes	<ul style="list-style-type: none"> • Support for 24 hour bus lane Parramatta Road, min. width should be 3.2m. • Would rather light rail than trackless trams (Eco transit).
3	Improve accessibility on public transport	<ul style="list-style-type: none"> • Inner West Council should advocate for more accessible infrastructure across Sydney's transit networks. • Improve pedestrian permeability through and to public transport stops/interchanges.
2	Modify Strategic Cycling Map and add some key routes	<ul style="list-style-type: none"> • Include 'missing cycling link' between Wolli Creek in Bayside Council and Tempe via Wolli Creek Station. Bayside Council will work collaboratively with Inner West Council on developing this link. • Show the existing separated shared path adjacent to the Princes Highway crossing of Cooks River. This regional off road route connects Tempe and the Cooks River with Cahill Park, Barton Park and the Botany Bay Foreshore in Bayside Council. • Section 3.0 add the Bay Run and Whites Creek to the description of key cycling routes.
2	Support improved public transport capacity and frequency	<ul style="list-style-type: none"> • Supports improved train services, as they provide for longer trips than can be made by bicycle. • Support increased frequencies and speeds on the Inner West Heavy Rail Line. • Supports bus grid network. • Advocate for smaller, quieter buses in some neighbourhoods. • Support increased Sydney Trains frequencies and speeds including a rationalisation [improved coordination] of the six tracks from Homebush to Redfern, an additional two sets of tracks from Homebush to Lidcombe/Auburn.
2	General Support for the ITS	<ul style="list-style-type: none"> • Support the direction of the strategy.

		<ul style="list-style-type: none"> • Prioritising public and active transport is commendable.
1	Modify information on buses	Update Table 3.5, route 444 was removed and route 447 was a new route provided in December last year.
1	Modify information on opal data	Section 4.3.3 - add that school children rarely tap on using opal cards, so bus capacity during morning and afternoon services may not be shown.
1	Amend Executive Summary to include/clarify key cycling facts	<ul style="list-style-type: none"> • Include “ride bicycles”. “A high number of residents walk, ride bicycles, and use public transport...compared to the GSM average”. Inner West has highest cycling rate after City of Sydney. • The use of “few separated cycle paths” is confusing. Bicycle paths are by definition separated. Perhaps what is meant is “few bicycle paths or generous bicycle lanes and cyclists generally have to share the road?” • Under “issues facing the Inner West”, a major issue not mentioned is the use of private cars for short journeys that could be done by active transport.
1	Amend introduction to include/clarify key facts related to active transport	Could say that major transport links such as Parramatta Rd, Victoria Rd, Liverpool Rd and the main railway lines that, at the same time as providing through access to the CBD, also provide substantial barriers to local movement across the Inner West and in the case of roads add to the general high level of traffic.
1	Correct/add information in Section 3.1 relating to active transport	Fig 3.1. Wrong spelling of Foster St in the legend.
1	Support more bicycle parking in public and private spaces, including bicycle corrals	<ul style="list-style-type: none"> • Support more bicycle corrals in public and private spaces. • The Sydney Ports “multi -user facility” must leave space for bicycle access to the station and the old bridge. • More bicycle parking could be provided at Hawthorne Canal and Lilyfield light rail stations. • Secure bicycle parking at major bus stops and nodes could also be investigated, e.g. at White Bay on Victoria Rd. • On-street parking policy should favour bicycle parking and discourage short trips by car. • Council should work with State Government to include more bicycle parking in public transport interchanges.
1	Community buses to carry bicycles	Support for community buses to carry bicycles
1	More data needed	More data on cycling and car trips is needed
1	Supports vision with amendments	The third paragraph might be altered to say “The transport network enhances the local economy and environment, and is designed so that motor traffic, freight and goods are separated from people by space and/or time.” This would encapsulate planning principles from The Netherlands, where cyclists and pedestrian routes are “unravelling” from motor traffic where possible.
1	Supports values, subject to amendments	Part of the vision and values should be that the transport network promotes social inclusion and a sense of community (from the Stakeholder Outcomes). This could encompass ideas like Streets are for People, traffic calming, road closures or narrowing, street gardens, Play Streets, Sunday Streets (Ciclovias), Car Free Days.
1	Support for cycling and behavioural change programmes	Council key actions should include programs to promote and support riding to school (such as National Ride2School day) and riding to work (Ride2 Work day), and also support for Bike Days (World Bike Day), Car-free days, Sunday Streets (Ciclovias), and other such events that encourage active transport.
1	Council should support private industry measures to improve	Under “Influences”, Council could support calls by cycling bodies such as Bicycle NSW for side under-run protection on HGVs and better visibility cabins with glass side doors etc.

	cyclist safety.	
1	Support for car free days	Investigate regular car free streets and days on main streets on a Sunday
1	Affordable public transport	Support for affordable public transport
1	Support ecologically sustainable outcomes in transport	Support actions to improve ecologically sustainable outcomes in transport
1	Financially viable transport	Support financial viability in capital and operating costs of transport
1	Inter-government co-operation	Recognise inter-governmental co-operation as a key to success for sustainable transport outcomes
1	Road hierarchy plans	Support the development of road hierarchy plans for vibrant local centres
1	Support the Green Grid	
1	Evidence-based strategic planning	Evidence-based strategic planning is crucial to delivering good transport outcomes
1	Support for other innovative measures to encourage cycling	<ul style="list-style-type: none"> • IWC should advocate for E-bike to be including in the OPAL Network. • More cycling awareness programmes should be supported by Council. • Promote schools active transport. • Develop a maintenance programme for bicycle stencils.
1	Support extending Inner West Light Rail into Bays Precinct and potentially Balmain Town Centre through Balmain Reservoir.	Support light rail to Bays Precinct but reject having it align with the waters-edge of Rozelle Bay and prefer aligning it with the Rozelle Rail yards.
1	Object to the Glebe-Ultimo Light Rail By-pass	There is not enough evidence to support this strategy to justify millions of dollars to invest in this project. The White Bay light rail and turn back should be prioritised.
1	Light rail extension	Support light rail extension into Johnston Street and/or Norton or Flood Streets and interchange with IWLR at Marion, continuing to Haberfield and Five Dock?
1	Support alternative route to north-south metro line	Does not object to the proposed north-south route, but offers an alternative line. Route goes from Hurstville to Epping via Ashbury, Ashfield and Five Dock, names the 'Eora Line' - as it connects 6 train lines and under-served areas - refer to map in submission (in trim container 19/SF240).
1	Consider dedicated on-street freight vehicle zones in Marrickville Town Centre	
1	Support Planning Priority 1	Support Planning Priority 1 to plan land use to support active and sustainable transport.
1	Support public domain plans to keep free from obstruction	Suggestions including how shopping trolleys and garbage bins are managed to reduce their obstruction on the footpath.
1	Support kerb ramp upgrade / renewal program for LGA wide DDA compliance	Urge Council to prioritise kerb and ramp upgrades around school areas
1	Increase accessible parking and safe drop off facilities at school	
1	Support for smaller vehicles and	Small vehicles are safer for people walking and cycling and more suitable for confined inner city streets.

	active transport for last mile deliveries	
1	More detail of funding required to deliver key transport actions	The ITS needs to indicate when funds will be provided and where those funds will come from (including a budget commitment to each major project as part of a 4 or 5 year operational plan); Transparency in how the various elements of the Strategy will be implemented on the ground; Clear definition of monitoring arrangements and how success will be gauged.
1	Council needs to address adverse impacts of noise pollution	Council is urged to include, in the Strategy, a commitment to look at obtaining relevant technology to identify traffic noise and air pollution in the LGA, and to encourage the State Government to monitor and enforce existing noise pollution regulations.
1	Object to 24 hour public transport lanes on Parramatta Road	Businesses are reliant on parking and deliveries, removing parking will destroy the viability of businesses.