



Council's Alternate Approach for New Housing in the Inner West

APPENDIX 6

Strategic Transport Plan

Our Fairer Future Plan 2

September 2026

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Appendix 6 – Strategic Transport Plan

Our Fairer Future Plan 2

September 2026

Prepared for: Inner West Council



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Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her **artwork – Sacred River Dreaming**.



The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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Transport Interventions Memo

Introduction

Background and Purpose

Inner West Council is preparing the Our Fairer Future Plan 2 to support additional housing supply through a place-based response to the NSW Government housing reform agenda, including Transport Oriented Development and Low and Mid-Rise Housing reforms.

Our Fairer Future Plan 2 builds on Our Fairer Future Plan 1 and examines areas not considered in Our Fairer Future Plan 1, including locations affected by flooding, heritage constraints or areas deferred through Council resolution. The Our Fairer Future Plan 2 study area comprises parts of Croydon-Iron-Cove, Leichhardt, Lilyfield, Annandale, Lewisham Petersham, Stanmore, Enmore, Newtown and St Peters.

Urbis has undertaken transport baseline opportunities analysis to inform the structure planning process. This analysis provides a transport-focused response to anticipated population growth and draws on policy, strategies and travel behaviour data to identify key issues and strategic opportunities.

The baseline work applies the NSW Movement and Place Framework and considers active transport, public transport, vehicle access, freight and parking. This report builds on those findings by identifying practical transport interventions that support the preferred urban design recommendations and enable housing uplift without increasing reliance on private vehicle travel.

Existing Conditions

To provide context for the interventions suggested in this report, a summary of the existing conditions and key findings of the Our Fairer Future Plan 2 Transport Baseline and Opportunities Report is provided below:

- Walking is the dominant travel mode across the study area, accounting for over 40 per cent of all trips. Most local streets provide footpaths on both sides of the road, supporting access to nearby centres, schools and public transport. Block lengths are generally conducive to walking, although parts of Leichhardt, Annandale and St Peters contain larger blocks that can reduce permeability. This stresses the importance of prioritising and investment in the footpath and pedestrian network.
- Cycling currently accounts for less than 5 per cent of trips across the study area. Existing cycling infrastructure is fragmented, with limited east-west connections between centres and key destinations. The GreenWay provides an important active transport corridor, although access from surrounding centres is often indirect.
- The study area is served by 25 regular bus routes, with frequent services operating along key corridors including Parramatta Road and New Canterbury Road. Bus services provide important connections between centres, rail stations and the CBD. Public transport connectivity between some suburbs remains limited, particularly for north-south movements.
- The T2 and T4 rail corridors provide frequent services and direct connections to the Sydney CBD. Much of the study area falls within walking distance of a train station or light rail stop. Leichhardt and Annandale are primarily served by the L1 Dulwich Hill Light Rail and bus network.
- Approximately 80 per cent of all trips are less than 5 kilometres, although private vehicles continue to play a significant role in travel across the study area. The study area is connected by major corridors including Parramatta Road, Princes Highway and WestConnex. Most streets currently prioritise vehicle movement, particularly along key road corridors.
- On-street parking is generally available throughout the study area, with paid parking concentrated in activity centres. Residential parking permit schemes operate across parts of the LGA, particularly around centres and stations.

Proposed Uplift

The proposed uplift comprises a series of place-based housing and urban design interventions across the study area. The preferred structure plan seeks to accommodate future housing growth in locations that are well connected to centres, public transport and community infrastructure, while responding to local character, environmental constraints and opportunities for public domain improvement.

The proposed uplift is expected to increase residential population and activity across the study area, generating additional demand for walking, cycling, public transport, streets, public spaces and parking. To support this growth and ensure that future travel demand can be accommodated in a sustainable manner, a complementary package of transport interventions has been developed. These interventions aim to improve accessibility, enhance transport choice and reduce reliance on private vehicle travel, helping to align future land use outcomes with Council's broader sustainability, liveability and movement objectives.

Transport Interventions

To support the proposed housing growth and deliver the objectives of the preferred structure plan, a suite of integrated transport interventions has been identified across the Stage 2 study area. The interventions build on the findings of the Transport Baseline and Opportunities Report and apply the principles of the NSW Movement and Place Framework to create a transport network that is safer, more accessible and less reliant on private vehicle travel.

The recommendations combine infrastructure improvements, policy measures and advocacy initiatives that support walking, cycling, public transport and shared mobility while managing parking demand and maintaining appropriate access for freight and servicing. Together, these interventions are intended to improve connectivity, enhance local amenity, and ensure the transport network can accommodate future growth in a sustainable and equitable manner.

The interventions are grouped into eight categories:

1. Street Classification and Function
2. Pedestrian Infrastructure
3. Cycling Infrastructure
4. Public Transport and Bus Priority
5. E-Mobility
6. Car Sharing
7. Off-Street Parking
8. On-Street Parking.

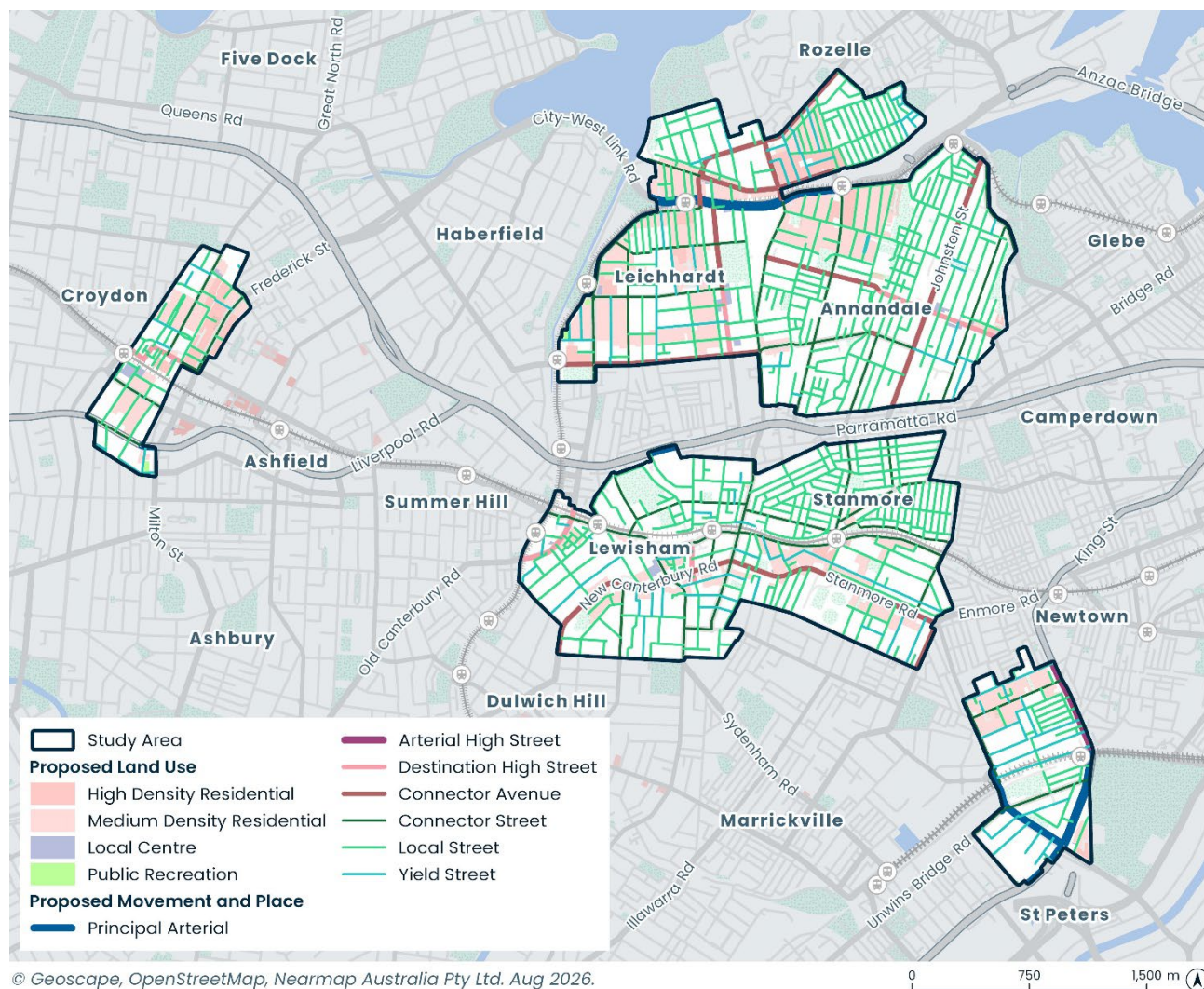
Transport Interventions

This section presents the suggested transport interventions through concise analysis and spatial mapping. It outlines the methodology and supporting reference material and details each intervention through maps, graphics and targeted commentary. While the mapping focuses on the Our Fairer Future Plan 2 study area, successful delivery will also require consideration of adjacent areas and broader transport networks to ensure connectivity and integration.

Intervention 1: Street Classifications and Function

Intervention 1 focuses on aligning the future function of streets with the transport, land use and public domain outcomes envisaged by the plan. As shown in **Figure 1**, Urbis has developed a future street classification framework that reflects planned growth, active transport connections and opportunities to strengthen place outcomes across the study area. To simplify the framework, streets have been grouped into seven key indicative categories. It is noted that the Local Streets category includes both Neighbourhood Streets and Residential Lanes, which are mapped together for simplicity. The interventions outlined below are intended to guide how different streets may evolve over time, balancing movement and access requirements with opportunities to create safer, more attractive and people-focused environments.

Figure 1 – Future Movement and Place Street classifications



Note: Future Movement and Place classifications have been developed by Urbis to reflect the planned transport and land use outcomes envisaged by the plan, including areas of increased residential density, potential active transport connections, and other movement and place-based interventions.

Intervention 1.1 – Enhanced place function on local streets

While strategic corridors should continue to perform key movement functions for vehicles, freight and public transport, local streets provide an opportunity to strengthen place outcomes and support active travel.

Potential measures include reducing speed limits on local streets, implementing modal filters at selected locations, and increasing street tree planting and greening. These measures can be complemented by the pedestrian and cycling improvements identified elsewhere in this report, including new crossing infrastructure, improved permeability through site links, and a more connected cycling network.

The ongoing rollout of the InnerWest@40 program is already delivering lower-speed environments across local streets throughout the Inner West, supporting safer walking and cycling, reducing crash severity, and improving neighbourhood amenity. As the 40 km/h program reaches completion across the LGA, Council may have opportunities to monitor outcomes and consider further reductions to 30 km/h on suitable local streets, particularly within residential neighbourhoods, town centres and areas with high levels of pedestrian activity. This would build on the objectives of InnerWest@40 and further enhance the place function of local streets while encouraging active and healthy travel choices.

The local streets identified in **Figure 1** highlight locations where these measures could be prioritised to create a network of calm neighbourhood streets that improve access to parks, schools, centres and public transport, while supporting walking, cycling and community activity without compromising the broader movement function of the road network.

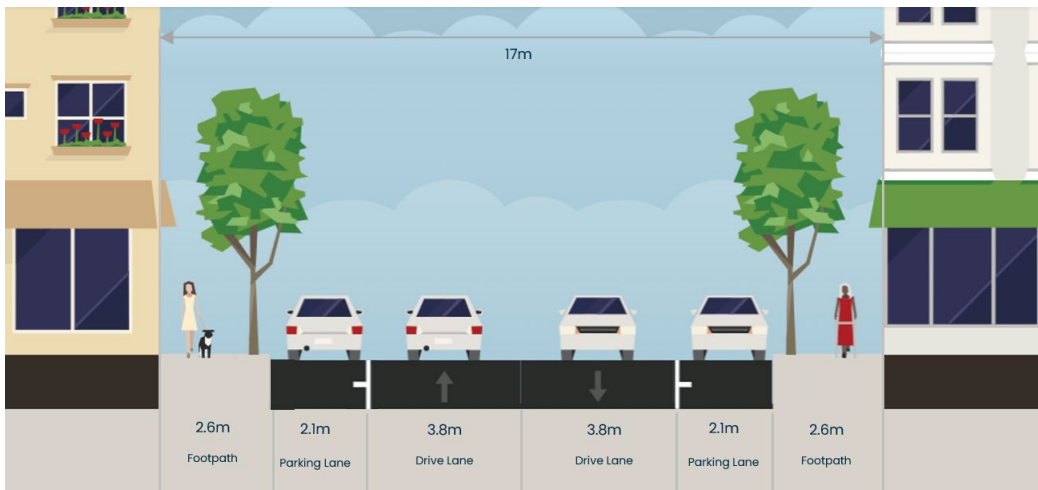
Intervention 1.2 – Convert Suitable Neighbourhood Streets to Yield Streets to Support Walking, Cycling and Place Outcomes

Opportunities exist to convert selected local streets to yield streets where street width, traffic function and surrounding land use support a lower-speed environment. This approach can allow neighbourhood streets that currently have wide carriageways that prioritise vehicle movement and parking to better support walking, cycling and place outcomes.

Under a typical yield street configuration, the carriageway is narrowed to a single-lane operating system where drivers are required to slow down and yield to oncoming vehicles at designated passing points. This treatment reduces vehicle speeds and discourages through-traffic, creating a calmer and more predictable environment for all road and footpath users. The reduced carriageway width allows road space to be reallocated to either one-way cycleway on both sides of the street or a two-way cycleway on one side, creating a low-stress cycling environment that caters to riders of all abilities while improving connectivity for local trips.

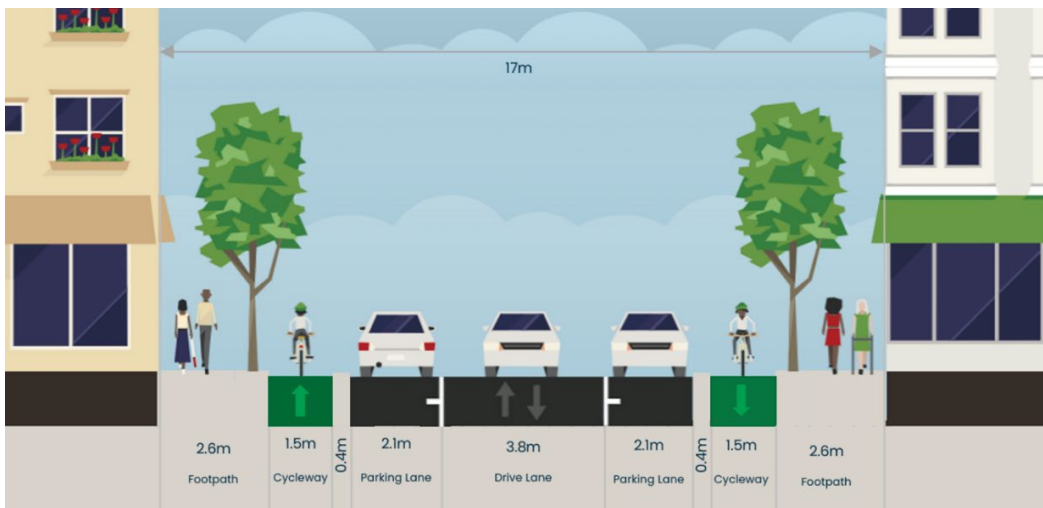
As shown in **Figure 1**, existing neighbourhood streets often provide a wide carriageway that accommodates two-way vehicle movement but offers limited dedicated infrastructure for cyclists. The suggested yield street arrangement shown in **Figure 2** demonstrates how the available road corridor can be reconfigured to support separated cycling facilities while retaining on-street parking and local vehicle access. Note that the footpath and road widths have remained constant in both examples. **Figure 3** illustrates the suggested yield street concept within a typical residential street setting. This example shows separated cycleways, however the additional width could be used for widened footpaths and extended greening.

Figure 2 – Indicative Neighbourhood Street cross-section



Source: Urbis, StreetMix

Figure 3 – Indicative Yield Street cross-section



Source: Urbis, StreetMix

Intervention 1.3 – Establish New and Enhanced Civic Spaces within Centres and Activity Hubs

Opportunities may exist to establish new and enhanced civic spaces within centres, activity hubs and areas of planned uplift where streets can perform a stronger public domain role. These spaces can support community gatherings, greening and local centre identity, while creating more pedestrian friendly environments that complement housing growth.

As population density increases, the provision of accessible and high-quality civic spaces will play an increasingly important role in supporting community wellbeing, social cohesion and local amenity. Opportunities to expand the network of civic and community spaces should continue to be explored through future planning, redevelopment and public domain projects. While this plan identifies potential opportunities through new through-site links, pocket parks, plazas and public domain improvements, additional opportunities may emerge over time as sites redevelop and community needs evolve.

Intervention 2: Improved Pedestrian Infrastructure

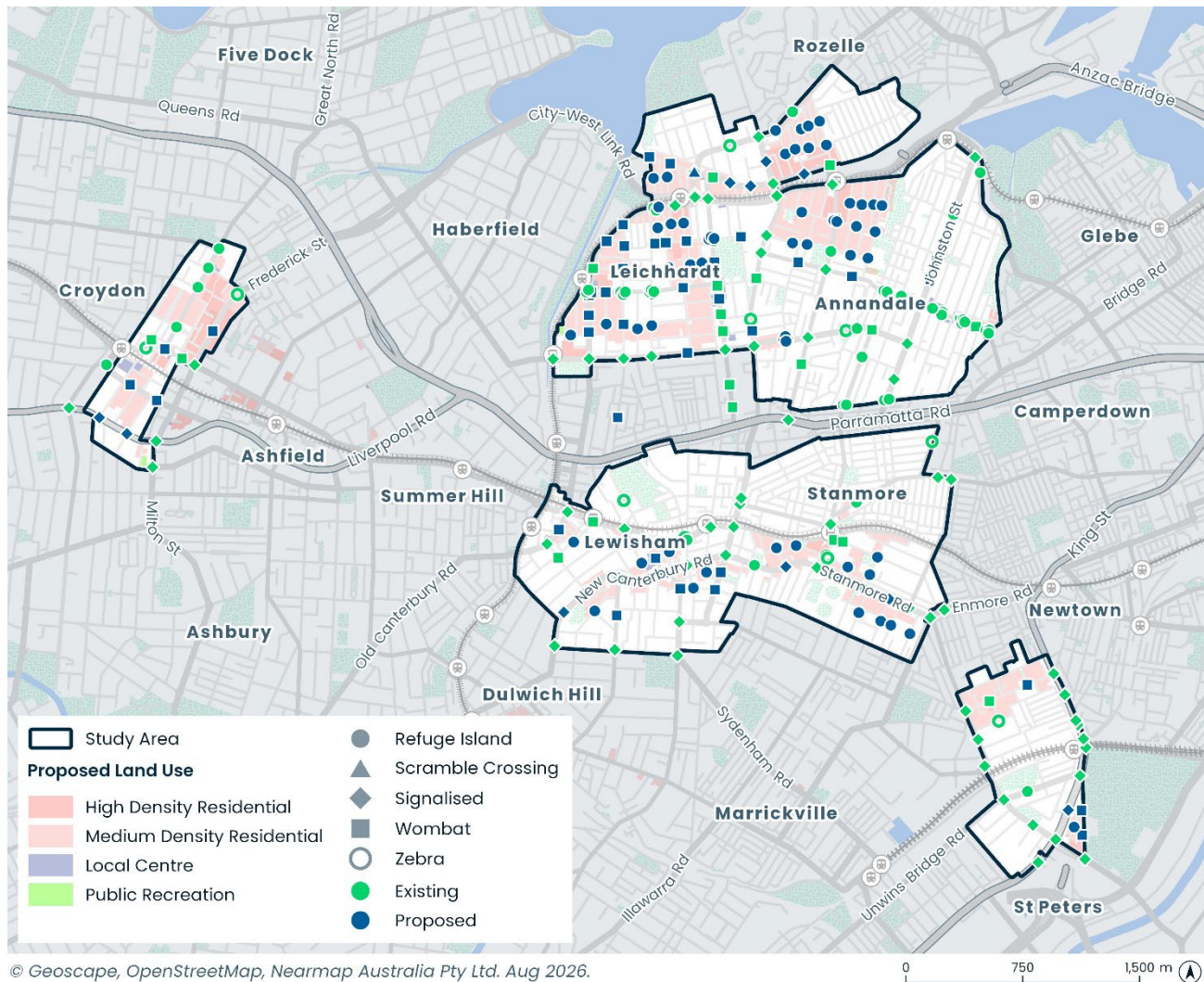
Intervention 2 focuses on creating a safer, more connected and accessible pedestrian network that supports walking as a convenient and attractive travel choice. Opportunities have been identified to improve pedestrian permeability, crossing opportunities and footpath quality, particularly within centres, around public transport, and in areas planned for future growth.

Intervention 2.1 – Provide New and Upgraded Pedestrian Crossing Infrastructure

Additional pedestrian crossings may be considered at key desire lines, centres, stations, light rail stops and uplift areas where they can improve safety, accessibility and network permeability. These improvements can address barriers created by major roads, long blocks and limited crossing opportunities, making walking safer, more direct and more comfortable for everyday trips.

Existing crossing infrastructure was reviewed using GIS analysis to identify gaps in the pedestrian network. Suggested crossing locations have generally been identified where blocks exceed 150 metres without a formal crossing opportunity, particularly within areas targeted for housing uplift under the preferred structure plan. To provide high-level strategic guidance, crossing types have been aligned with the function of the surrounding road network, with refuge islands generally suggested on local streets, wombat crossings on local collector roads, and signalised crossings on main roads. The indicative crossing opportunities identified through this assessment are shown in **Figure 4**.

Figure 4: Indicative Suggested New and Upgraded Pedestrian Crossing Infrastructure



Source: Urbis

Intervention 2.2 – Improve Neighbourhood Permeability through New Pedestrian Connections and Reduced Block Lengths

Neighbourhood permeability can be improved through new mid-block crossings, through-site links and shorter walking connections, particularly where longer blocks currently limit convenient access. These measures can reduce walking distances, improve route choice and better connect residential areas with centres, public transport, open space and community facilities.

Figure 5 presents a block length analysis of the study area, identifying locations where blocks exceed 150 metres in length and may act as barriers to convenient pedestrian movement. The 150-metre threshold reflects established walkability principles, with more permeable neighbourhoods generally characterised by shorter block lengths and a greater density of intersections. Based on this analysis, indicative through-site links and mid-block crossings have been identified where they are considered feasible and can improve connectivity between key destinations, including centres, schools, parks, public transport and areas identified for housing uplift. These through-site links should have a minimum width of 4 metres, and preferably a width of 6 metres to allow for green infrastructure.

Through-site links are proposed in the following locations throughout the study area:

Croydon

- Between Frederick Street and Etonville Parade, improving permeability within an existing block of approximately 200 metres and improving access to Iron Cove Creek.

Leichhardt

- Between Charles Street and Francis Street, improving permeability within an existing block of approximately 200 metres and linking three existing no-through or loop roads.
- Between Balmain Road and the Trever Street playground, improving permeability within blocks up to approximately 245 metres long and providing an additional east-west connection within an area designated for higher density development.
- Between Daniel Street and Foster Street, improving permeability within an existing block of approximately 260 metres.
- Between Marion Street Light Rail stop and Hawthorne Street/Foster Street, enhancing pedestrian access to the light rail stop.
- Between Foster Street and Flood Street, improving permeability within two existing blocks exceeding 400 metres in combined length and connecting with Regent Street to form an east-west link within an area identified for uplift.
- Between Francis Street and Norton Street, improving permeability within blocks of approximately 290 metres and providing a direct pedestrian connection to Norton Street and Pioneers Memorial Park.
- Between Carlisle Street and the Marlborough Street playground, improving permeability within an existing block of approximately 225 metres and enhancing access, visibility and passive surveillance of the playground.

Lilyfield

- Between Joseph Street and Lilyfield Road, improving permeability within blocks up to approximately 185 metres long and providing an additional north-south connection within an area designated for higher density development.
- Between Leichhardt Street and Skelton Street, improving permeability within an existing block of approximately 200 metres and connecting Skelton Street into a continuous pedestrian link.

Ashfield

- Between Charlotte Street and Leys Avenue, improving permeability by connecting two existing no-through roads into a continuous pedestrian link.

Annandale

- Between Catherine Street and Whites Creek Walk, improving permeability within blocks up to approximately 350 metres long by providing an east-west connection through five existing blocks exceeding 150 metres in length within an area identified for uplift.

Dulwich Hill

- Between New Canterbury Road and Gould Avenue, improving permeability within blocks up to approximately 550 metres long in an area identified for uplift.

Lewisham

- Between Old Canterbury Road and Henry Lane, improving permeability by extending Henry Lane into a continuous pedestrian connection.

Petersham

- Between West Street and Gordon Street, improving permeability within blocks up to approximately 350 metres long and enhancing access to Sadlier Crescent, where additional density is identified.
- Between Stanmore Road and Cavendish Street, improving permeability within blocks up to approximately 330 metres long and strengthening connections between uplift areas and Stanmore Road.

Stanmore

- Between Trafalgar Street and Harrow Lane, improving permeability within an existing block of approximately 255 metres.

Marrickville

- Between Prince Street and Alice Avenue, improving permeability by connecting two existing no-through roads into a continuous pedestrian link.

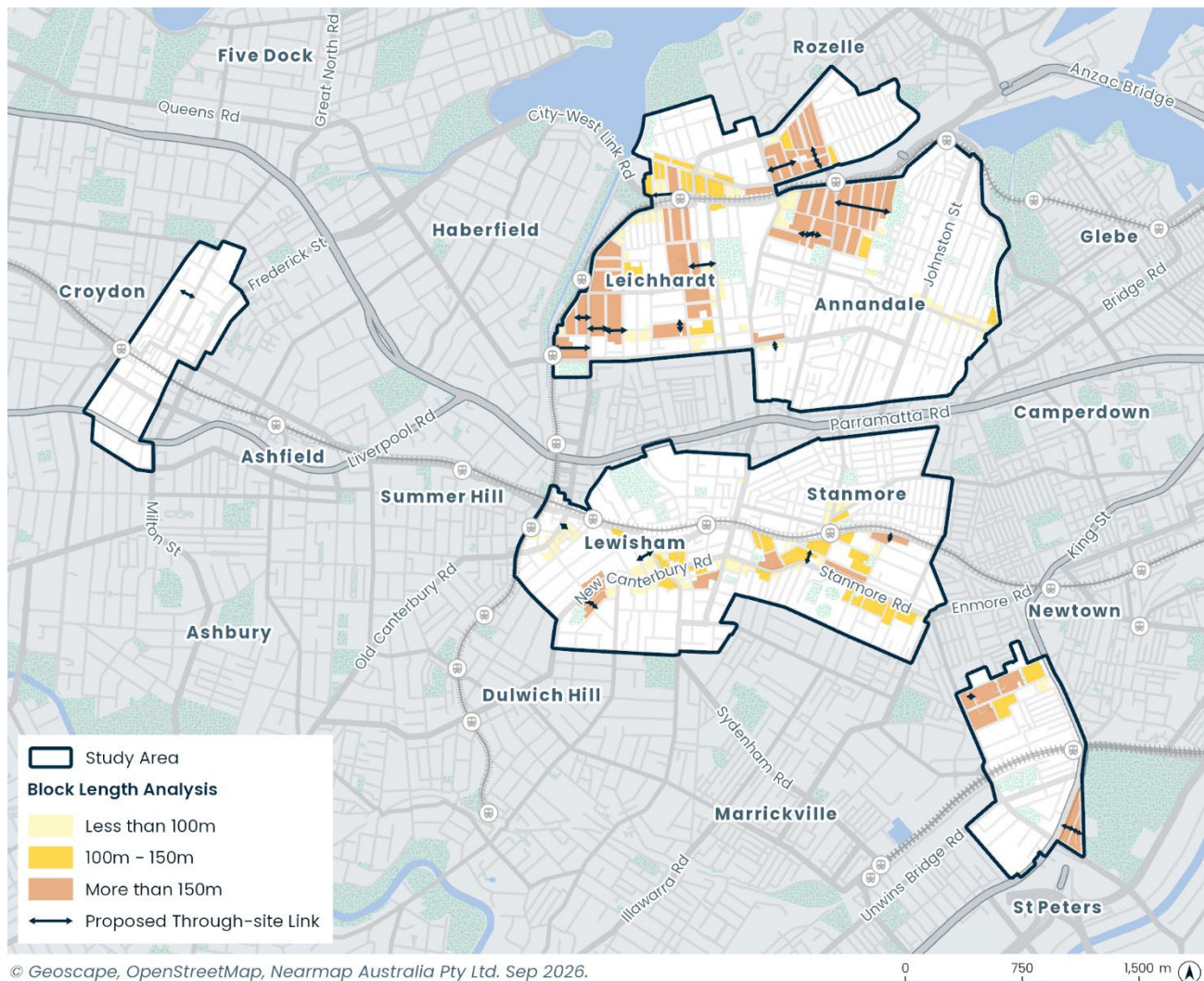
St Peters

- Between Princes Highway and Barwon Park Road, improving permeability within blocks up to approximately 360 metres long and providing a key east-west connection within an area designated for higher density development.

The proposed connections are intended to create a finer-grain pedestrian network by increasing route choice and providing more direct walking paths through larger blocks. Together with complementary pedestrian crossing improvements, these measures can improve access to everyday destinations, reduce reliance on indirect routes and support a more walkable and connected urban environment.

The proposed through-site links are intended to be delivered through LEP public realm incentive provisions, with opportunity sites eligible for additional floor space where links are provided as part of future development.

Figure 5: Block Length Analysis and Indicative Proposed Through-block Links



Source: Urbis

Intervention 2.3 – Improve Footpath Quality, Accessibility and Comfort on Key Walking Routes

Opportunities exist to improve the quality, accessibility and comfort of pedestrian infrastructure along key walking routes connecting centres, stations, light rail stops, schools, parks and areas identified for housing

growth. While much of the study area is already served by a connected footpath network, the condition, width and pedestrian amenity of footpaths varies considerably, which can reduce the attractiveness of walking for everyday trips. Council feedback also identified that existing shade and rest opportunities are often inadequate despite the presence of footpath infrastructure.

Targeted improvements should include:

- Footpath widening in constrained or high pedestrian demand locations.
- Renewal of deteriorated footpath surfaces to improve accessibility and compliance with universal access principles.
- Removal of pinch points and obstructions that limit pedestrian movement.
- Additional street tree planting and canopy cover to improve shade and thermal comfort.
- Seating, drinking fountains and rest areas along key walking corridors, particularly in centres and routes commonly used by older residents and people with mobility limitations.
- Improved lighting, wayfinding and passive surveillance to increase pedestrian comfort.
- Upgraded pedestrian environments around public transport stops and activity centres.

The TfNSW Walking Space Guide provides indicative footpath and verge width standards based on street function and pedestrian activity levels. These benchmarks, shown in **Table 1**, can be used to help prioritise future pedestrian upgrades across the study area, ensuring footpaths are appropriately sized to accommodate existing and future demand while supporting accessibility, comfort and a high-quality walking environment.

Table 1 – Recommended Footpath and Verge Widths

	Local Street	Local Street	Main Street	Main Street	Main Street
Activity Level	Low	Medium	Medium	High	Very High
Footpath Width	2.0 m	2.3 m	3.2 m	3.9 m	4.5 m
Verge Width	1.3 m	1.0 m	1.3 m	1.5 m	1.5 m

Source: TfNSW Walking Space Guide

Intervention 3: Improved Cycling Infrastructure

Intervention 3 focuses on expanding and enhancing the cycling network to support housing growth, improve access to public transport and provide a safe, convenient alternative to short car trips. The suggested interventions seek to address existing gaps in connectivity, strengthen links to key destinations and support a more connected and accessible active transport network across the study area.

Intervention 3.1 – Provide a Connected and Safe Cycling Network

A connected cycling network is essential to support housing growth, improve access to public transport and provide a viable alternative to short car trips. This intervention recommends a series of new and enhanced cycling links that strengthen connections between local centres, schools, open space, railway stations, light rail stops and strategic active transport corridors throughout the study area. The network has been developed to address existing gaps in east-west and north-south connectivity while improving access to established routes including the GreenWay and the future MetroWay.

The suggested network is aligned with the Inner West Cycling Strategy (2023) and Inner West Blue-Green Grid Strategy (2023) and seeks to create a more legible and continuous cycling network across the study area. Priority has been given to routes that improve access to centres, areas identified for housing uplift and major public transport nodes, while also connecting with existing and planned cycling infrastructure beyond the study area. Future planning and advocacy work should continue to expand these connections into surrounding precincts to support a broader metropolitan cycling network.

Figure 7 identifies the existing and indicative future cycling network. The suggested network focuses on new separated cycling infrastructure that forms the core cycling network across the study area. Additional cycling connectivity on other local streets can also be supported through complementary interventions identified elsewhere in this memorandum, including 30 km/h local streets and low-traffic neighbourhoods. Although outside the scope of this study and for ongoing investigation, there are also wider opportunities and benefits of providing a cycleway running parallel to Parramatta Road.

Of the indicative cycle network, the key separated cycleways throughout the study area are suggested on the following streets:

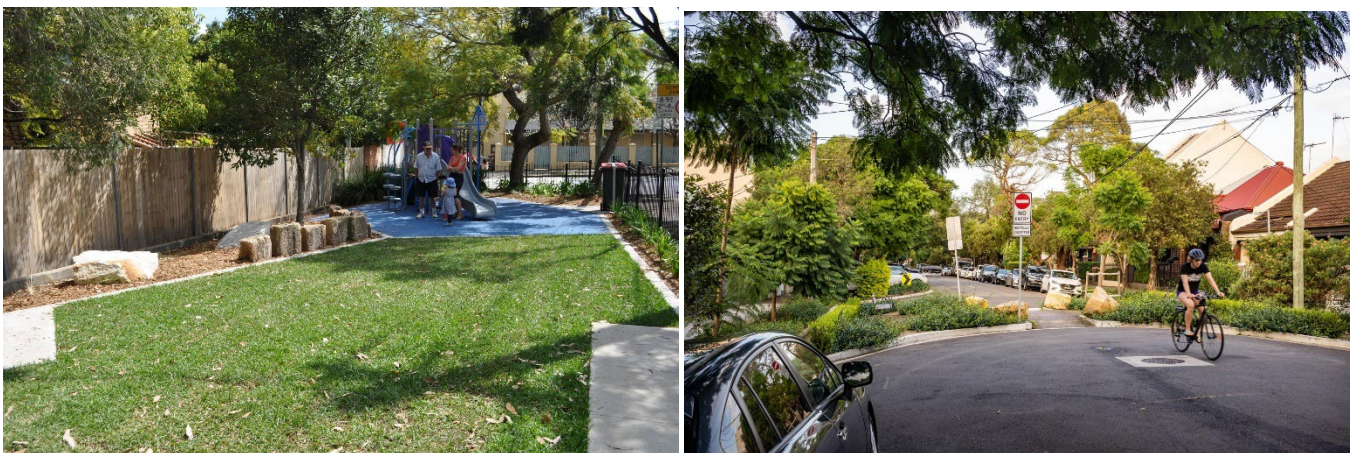
- Marion Street/Styles Street/Collins Street corridor
- Elswick Street
- William Street/Moore Street/Booth Street corridor
- Lilyfield Road (approved, work to commence early 2027)
- Newington Road
- Railway Terrace/Trafalgar Street/Frederick Street/Cavendish Street corridor
- The Boulevard
- Hunter Street
- Audley Street
- Thomas Street/The Strand/Elizabeth Street corridor
- Croydon Road
- King Street/Barwon Park Road corridor
- Alice Street
- May Street cycle upgrade
- Johnston Street

Intervention 3.2 – Investigate Modal Filters and Pocket Parks

Targeted locations have been identified for further investigation of modal filters and pocket parks, aligned with the suggested active transport network. These locations are generally situated on local streets where through-traffic can be redistributed to nearby or parallel routes that are better suited to accommodating vehicle movements. The intent is to reduce unnecessary through-traffic, improve safety for people walking and cycling, and create opportunities for additional greening and public open space. Subject to further assessment, these interventions have the potential to deliver calmer, more people-focused streets while maintaining appropriate levels of local access and network connectivity.

Examples of a pocket park and modal filter respectively are shown in **Figure 6**.

Figure 6: Example Pocket Park (left) and Modal Filter (right)

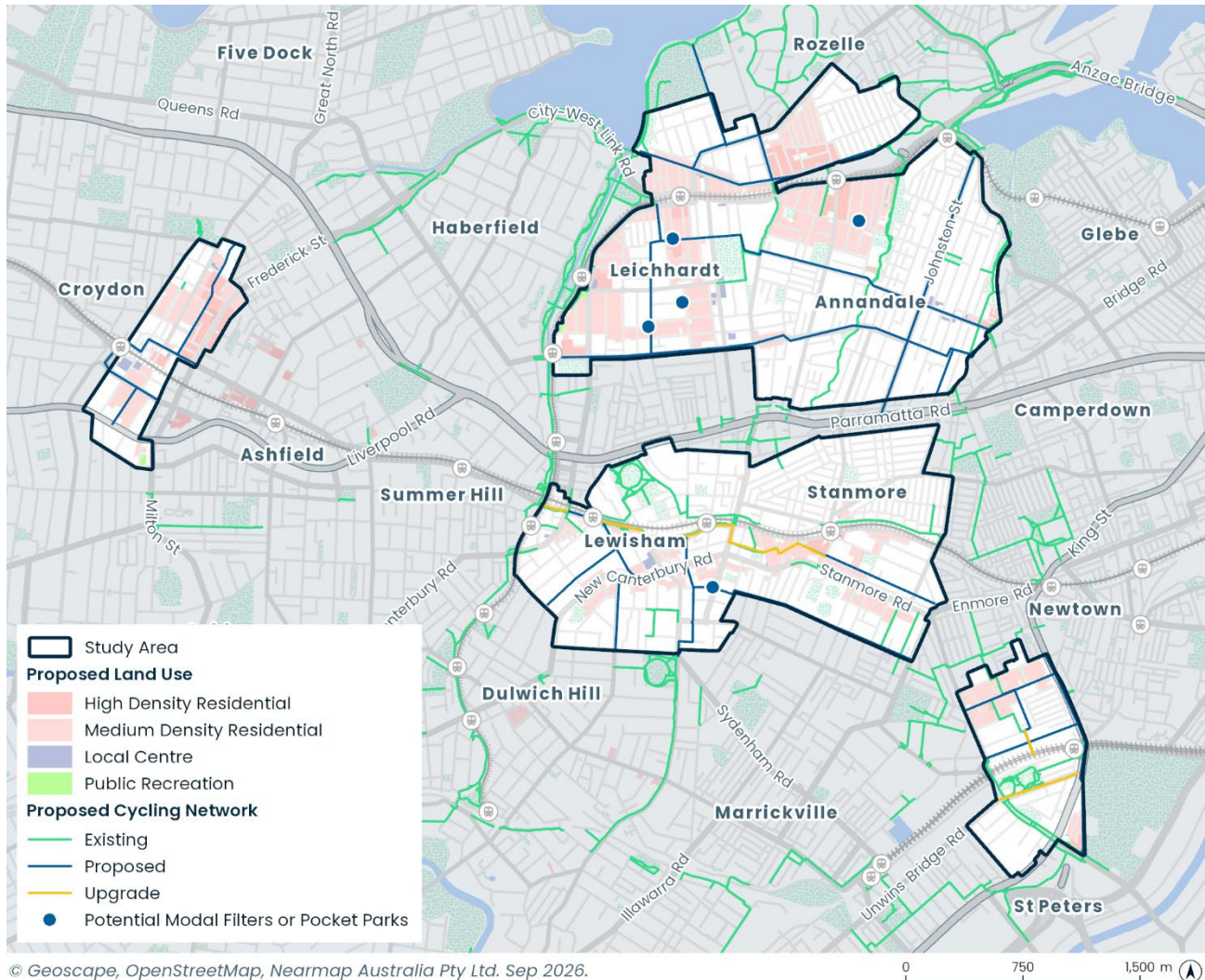


Source: Left – Inner West Council, Right – NSW Government

Pending access arrangements, there is potential for pocket parks or modal filters (on existing roads or public domain areas) to be included in the following locations throughout the study area (it is noted that these are initial opportunities, of which should be built upon and extended throughout the study area):

- Oxford Street/Shaw Street (Petersham)
- Elswick Street (Leichhardt)
- Regent Street/Macauley Street/Cromwell Street (Leichhardt)
- Hubert Street/William Street (Leichhardt)
- Piper Street/Starling Street (Lilyfield)

Figure 7: Indicative Suggested Cycling Network



Source: Urbis

Note: The suggested cycleways have been shown within the extents of the study area. This has generally been aligned with ongoing connecting networks proposed to the surrounding area through the Cycling Strategy and Blue-Grid Grid Strategy, though further investigation is required to ensure cycleways are continuous and connected.

Intervention 4: E-Micromobility

Intervention 4 focuses on supporting the growth of e-micromobility as a safe, convenient and sustainable transport option for local trips and first and last mile connections. Opportunities have been identified to support e-micromobility use through the provision of dedicated parking infrastructure, mobility hubs and supporting facilities that improve network integration and user convenience while minimising impacts on the public domain.

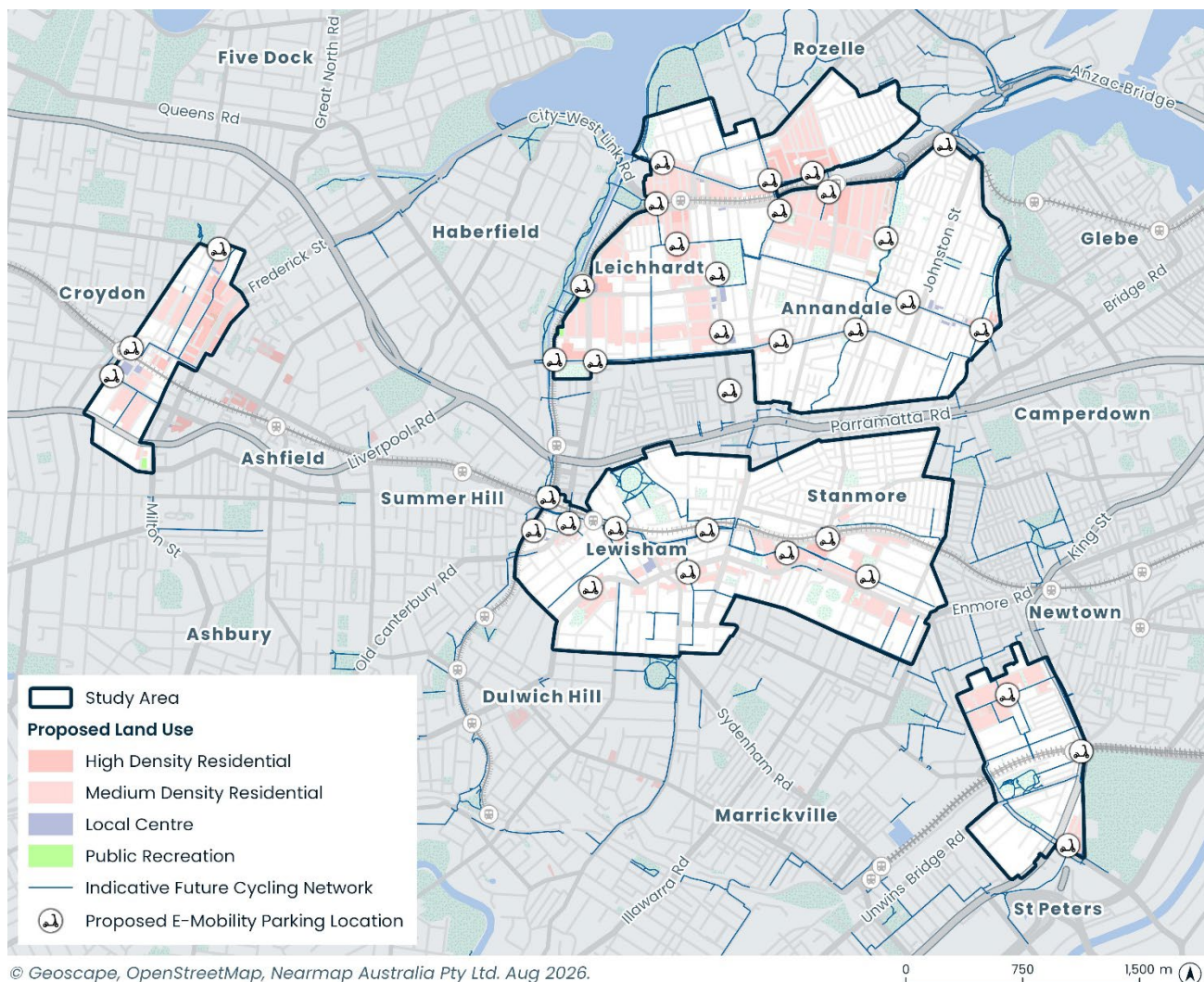
Intervention 4.1 – Provide Dedicated E-Micromobility Parking and Mobility Hub Locations

The provision of this infrastructure is subject to further planning by Council regarding the management of shared e-micromobility across the LGA. At the time of writing, Inner West Council is preparing an E-bike Strategy to guide the growth and management of shared e-bikes, including the development of designated and clearly marked parking areas in key locations.

Dedicated e-micromobility parking and hub locations can be provided near centres, stations, light rail stops and cycle routes. These facilities can support first and last mile travel, improve access to public transport and reduce footpath clutter associated with shared e-bikes and other micromobility devices.

Well-located e-micromobility hubs connected to the Inner West cycling network and key destinations will be critical to supporting uptake across the study area by providing convenient and safe access to daily needs via e-scooter or e-bike. A connected network of hubs can help increase riding mode share across the LGA by making e-micromobility trips more convenient, attractive and better integrated with the broader transport network. Based on the suggested bicycle network in **Figure 7** and existing key sites and attractors in the study area, an indicative suggested map of e-micromobility parking hubs has been developed and displayed below in **Figure 8**.

Figure 8: Indicative Suggested E-Mobility Parking Locations



Source: Urbis

Intervention 4.2 – Enable E-Micromobility Freight

As residential and employment growth continues across the Inner West, demand for freight and parcel deliveries is expected to increase. E-micromobility freight, including e-cargo bikes and other low-emission delivery vehicles, presents an opportunity to reduce the number of conventional delivery vehicles operating on local streets while supporting efficient last-mile freight movements.

International examples demonstrate the potential of this approach. Velove Bikes, operating in Sweden, Denmark and the Netherlands, uses e-cargo bikes (shown in **Figure 9**) supported by strategically located microhubs to undertake urban freight deliveries, reducing the need for larger delivery vehicles on local streets. Similar models have the potential to support more sustainable and efficient freight movements within the Inner West while reducing traffic, noise and emissions.

Council should investigate opportunities to support e-micromobility freight as part of future transport and logistics planning. This could include identifying a preferred e-micromobility freight network aligned with the cycling network, ensuring future cycling infrastructure can accommodate larger cargo bikes, and exploring opportunities for microhub facilities within centres, industrial precincts and major redevelopment areas.

Recommended actions for Council to explore include:

- Developing an e-micromobility freight strategy and identifying a preferred freight network aligned with key cycling corridors.
- Future-proofing cycling infrastructure to accommodate larger e-cargo bikes and other emerging micro-freight vehicles.
- Investigating opportunities for microhub facilities within centres, industrial precincts and major redevelopment areas.
- Trialling e-cargo bike freight services in partnership with logistics providers, retailers and parcel delivery operators.
- Reviewing planning controls and development requirements to support microhub infrastructure and freight operations.

Figure 9: E-cargo bikes for last mile freight



Source: Velove Bikes

Intervention 5: Public Transport and Bus Priority

Intervention 5 focuses on improving the attractiveness, reliability and efficiency of public transport across the study area. Opportunities have been identified to enhance bus priority on key corridors, strengthen connections between centres and public transport services, and support the ongoing performance of the train and light rail network.

Intervention 5.1 – Improve Bus Priority on Strategic Public Transport Corridors

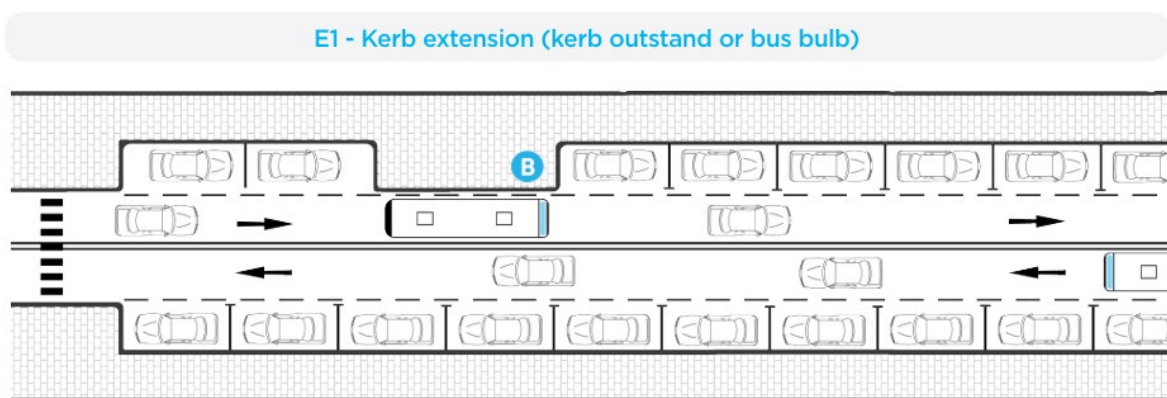
Bus priority measures may be investigated on strategic corridors and at known reliability pinch points. Treatments such as bus lanes, bus bulbs, signal priority, stop rationalisation and targeted intersection improvements can improve bus reliability and travel time, helping public transport remain competitive with private vehicle trips.

To identify priority locations for bus enhancement measures, bus service reliability was assessed by comparing travel times under peak and free-flow conditions. Key routes across the study area, particularly in Leichhardt where buses are the primary public transport mode, were analysed at a segment level by comparing speeds between stops during the AM and PM peaks with conditions after 10:00 pm. A peak-to-free-flow speed ratio was then used to identify network pinch points where delays are most pronounced and targeted improvements may be warranted.

The findings of this analysis were used to inform the suggested bus priority measures shown in **Figure 11**. In addition to this analysis, all potential measures have been sourced from the Transport for NSW *Bus Priority Infrastructure Planning Toolbox* (the Toolbox).

Bus bulbs have been identified as a suitable treatment along selected 'Main Streets' within the suggested Movement & Place framework for the study area. Bus bulbs are kerb extensions that enable buses to stop within the traffic lane, removing the need to merge in and out of traffic and reducing associated delays. Where identified in **Figure 11**, bus bulbs are suggested on both sides of the street. **Figure 10** below illustrates a schematic example of this intervention from the Toolbox.

Figure 10: Schematic Example of Kerb Buildout/Bus Bulb



Source: Transport for NSW

There is potential for existing bus stops on the following key main streets to be upgraded to bus bulbs:

- Marion Street
- Norton Street
- Perry Street
- Lilyfield Road
- Balmain Road
- Booth Street

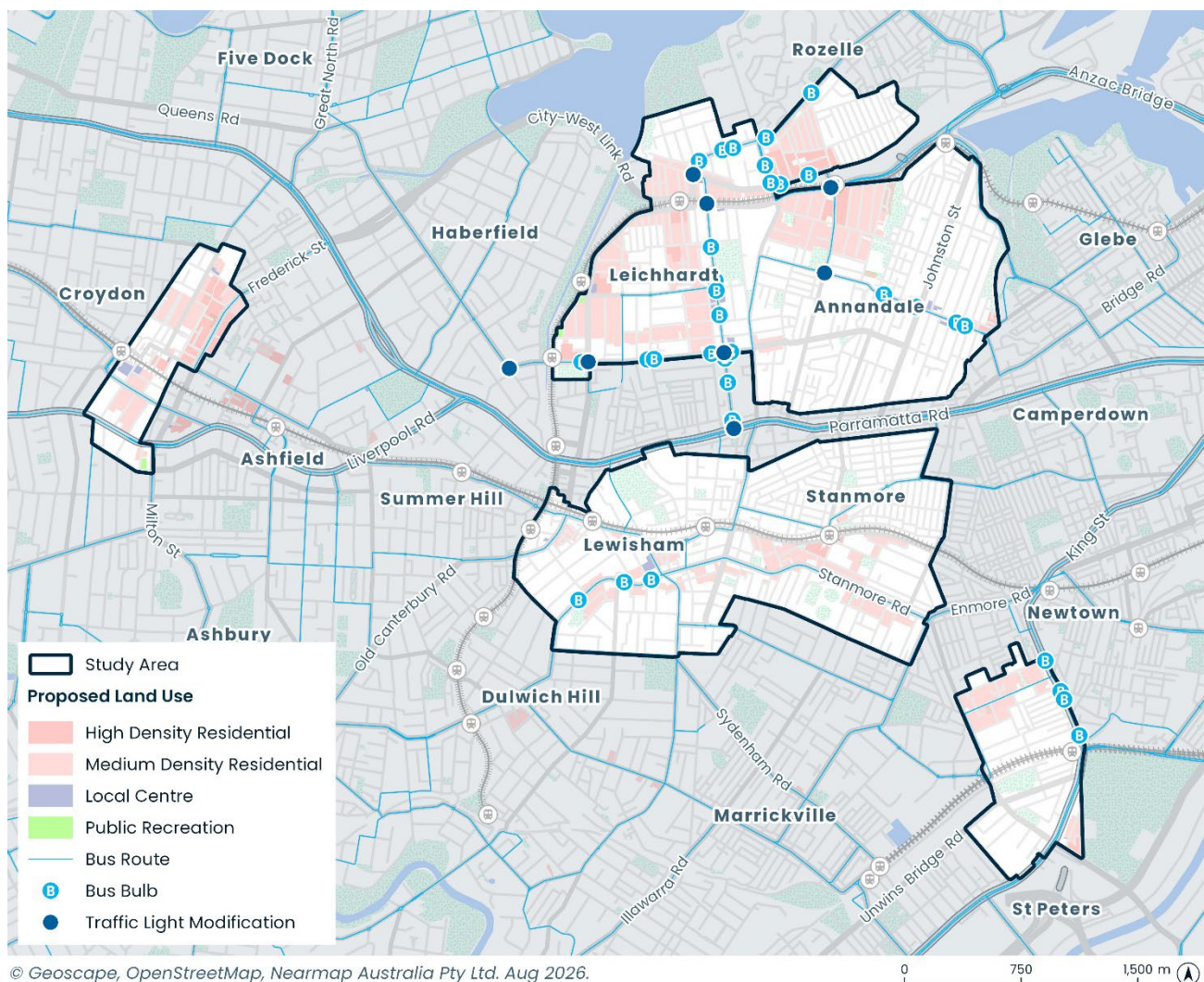
To further improve bus efficiency, several intersections have been identified for traffic signal optimisation and are mapped in **Figure 11**. Given the constraints of the existing urban environment, intersection widening is generally not feasible. Instead, Intelligent Transport System (ITS) measures can be implemented to prioritise

buses at intersections, improving journey times and service reliability. This non-physical intervention operates through the onboard radio of an approaching bus and integrates with the SCATS traffic management system. This extends the green signal phases of signalised intersections for approaching buses, reducing delay. Inner West Council can work with TfNSW to advocate for and implement this measure.

There is potential for ITS measures to be implemented at the following signalised intersections within and nearby to the study area:

- Ramsay Street/Marion Street
- Fraser Street/Marion Street
- Norton Street/Marion Street
- Norton Street/City West Link
- Catherine Street/City West Link
- Lilyfield Road/James Street
- Moore Street/Catherine Street
- Norton Street/Parramatta Road

Figure 11: Indicative Suggested Bus Priority Measure Improvements



© Geoscape, OpenStreetMap, Nearmap Australia Pty Ltd. Aug 2026.

Source: Urbis

Intervention 5.2 – Advocate for Service Improvements on Key Bus Routes

Advocacy for bus service improvements should focus on strengthening connections between centres, public transport interchanges and key destinations across the Inner West. Improved north-south links, local feeder services and stronger north-south connections between suburbs across the Inner West train line could reduce reliance on private vehicles and improve access to jobs, education and services.

Council should continue to advocate for the reinstatement of a direct bus service between Leichhardt and Newtown, improving access to Royal Prince Alfred Hospital and other major destinations. Council should also continue to support higher-quality public transport outcomes along the Parramatta Road corridor, including enhanced bus services, future light rail opportunities or other rapid transit initiatives, to ensure the corridor can accommodate future growth and maximise place outcomes.

Intervention 5.3 – Monitoring and advocacy for Train and Light Rail

The study area benefits from high-frequency train and light rail services that provide strong access to centres, employment areas and surrounding areas. This intervention recommends ongoing monitoring of network performance, passenger demand and peak-period capacity to identify locations where service levels may become constrained as housing growth occurs. Where capacity or service reliability issues emerge, Council should collaborate with Transport NSW and advocate for increased service frequencies, capacity upgrades and operational improvements.

This is particularly important for light rail services, which provide a key public transport connection for existing residents and are expected to accommodate a growing share of trips generated by future housing uplift within the study area. Given the strategic role of the light rail network and that services are already operating at, or approaching, capacity during peak periods, future capacity improvements will be important to support planned growth.

This intervention is complemented by other recommendations within this plan that strengthen access to train stations and light rail stops, including improvements to walking and cycling connections, safer crossings, end-of-trip facilities and interchange environments. Collectively, these other interventions seek to maximise the accessibility and attractiveness of the existing public transport network while supporting future growth in public transport patronage.

Intervention 6: Car sharing

Intervention 6 focuses on expanding access to shared vehicle options as part of a more sustainable and efficient transport system. Opportunities have been identified to increase the availability and visibility of car share services across centres, station precincts and higher-density neighbourhoods, helping to reduce private vehicle ownership, support lower parking provision and provide flexible access to a car when needed.

Intervention 6.1 – Provide Dedicated On-Street Car Share Spaces in Convenient Locations

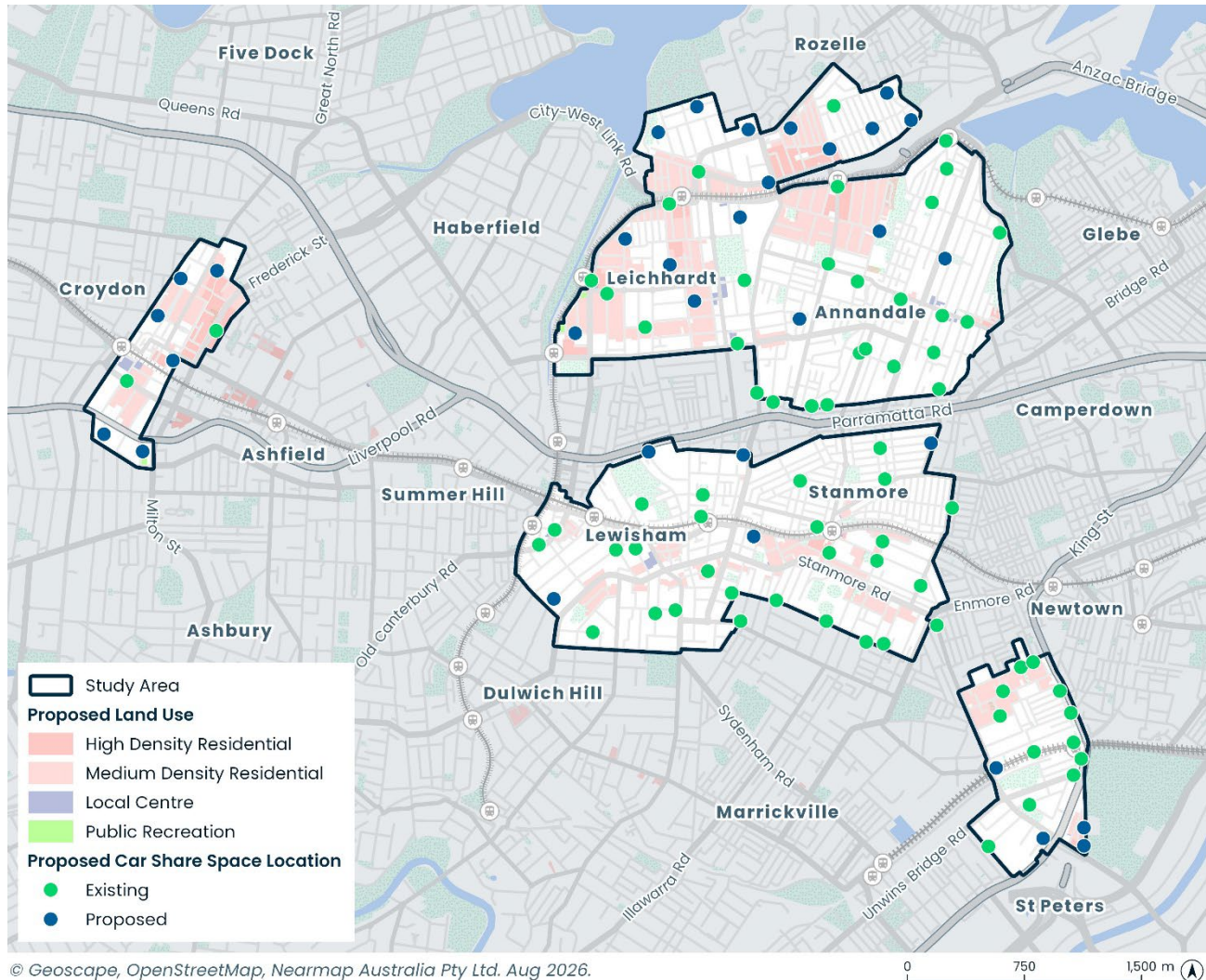
Dedicated on-street car share spaces may be provided in visible, convenient and accessible locations. Locating spaces close to residents, workers and local activity areas can improve the practicality of car sharing and support more efficient use of kerbside parking supply. Priority should be given to locations with high levels of pedestrian accessibility, including areas near train and light stations, major bus corridors, town and neighbourhood centres, and higher-density residential precincts. Positioning car share vehicles close to key access points and everyday destinations ensures they are highly visible, easy to reach and integrated into regular travel patterns, helping to maximise convenience and encourage greater uptake. Providing a sufficient number of well-distributed car share spaces is also important to ensure users can conveniently access a vehicle within a reasonable distance of their home, helping to maximise uptake and the overall effectiveness of the car share network.

Based on the available information, there are currently approximately 69 car share locations throughout the study area. Surry Hills, an inner-eastern Sydney suburb with strong public and active transport connections, has been used as the benchmark for this assessment. With approximately one car share space per 330 metres of road, Surry Hills provides a useful reference for determining the appropriate density and indicative distribution of car share spaces within the study area. Applying this benchmark, together with additional provision in higher-density areas, results in a suggested 32 new car share spaces. This is considered a conservative level of provision, and opportunities to expand the car share network should continue to be

explored as demand grows and car sharing becomes an increasingly viable and attractive alternative to private vehicle ownership.

In addition to car share vehicles provided within off-street parking areas, on-street car share spaces can play an important role in reducing private vehicle ownership and overall parking demand. **Figure 12** displays the indicative suggested provision of car share spaces throughout the study area, based on this analysis.

Figure 12: Indicative Suggested Car Share Space Locations



Source: Urbis

Intervention 7: Off-street parking

Off-street parking plays an important role in influencing travel behaviour, housing affordability and the efficient use of land. In locations with strong access to walking, cycling and public transport, parking provision can be carefully managed to reduce car dependence, support sustainable travel choices and make more efficient use of land. Future parking controls should respond to local accessibility and be integrated with broader transport demand management measures, including residential parking permit schemes, car share and active transport infrastructure, and the Inner West Parking Strategy.

Intervention 7.1 – Align Off-Street Parking Provision with Sustainable Travel and Housing Outcomes

Off-street parking rates can be aligned with public transport accessibility, active transport access and local housing outcomes. Reduced or constrained parking provision may be appropriate in well-connected

locations, helping avoid unnecessary car ownership, support more space-efficient housing and reinforce investment in walking, cycling and public transport.

Aligned with the draft Inner West Development Control Plan, Council should apply maximum parking rates in areas identified for uplift, reflecting the high levels of accessibility available in many centres and transport corridors. Maximum parking rates provide flexibility for developers while helping to avoid the oversupply of parking in locations where residents have access to a broad range of transport options.

Reduced parking provision should be accompanied by complementary measures such as bicycle parking, end-of-trip facilities, car share vehicles and electric vehicle infrastructure. As development occurs, the interaction between off-street parking provision and residential parking permit schemes should also be monitored to minimise the risk of parking demand transferring onto surrounding residential streets.

Intervention 7.2 – Encourage Unbundled Parking and Shared Parking Arrangements

Unbundled and shared parking arrangements can be encouraged in new development where appropriate. Separating parking from the cost of housing gives residents greater choice, reduces the expectation that every dwelling must include a private parking space and supports more flexible use of parking supply over time.

Council should investigate mechanisms that support the delivery of unbundled parking in higher-density residential development, particularly in locations with strong public transport accessibility. Consistent with the draft Inner West Development Control Plan, car parking within strata schemes should be unbundled from the ownership of dwellings. Opportunities should also be explored for shared parking arrangements, including the provision of car share spaces within residential and mixed-use developments, and developments with limited parking provision could consider providing one car share space per 25 dwellings without a parking space.

To maximise effectiveness, unbundled parking should be supported by appropriate parking management arrangements, maximum parking rates and access to alternative transport options.

Intervention 8: On-street parking

On-street parking is a valuable and finite community resource that supports residents, businesses, visitors and servicing needs. As residential growth, housing density and travel demands evolve across the Inner West, a more strategic approach to on-street parking management will be required to ensure available kerbside space is used efficiently and supports Council's broader objectives outlined in the Inner West Public Domain Parking Policy. This includes both refining residential parking permit schemes in areas experiencing growth and selectively reallocating parking to support active transport, public domain and community outcomes.

Intervention 8.1 – Expand and Refine Residential Parking Permit Schemes in Growth Areas

Residential parking permit schemes may be refined in areas where future growth is expected to increase pressure on kerbside space. Adjustments to permit eligibility, pricing and parking controls can help manage demand, protect access for residents and visitors, and discourage unnecessary car ownership in locations that are well served by walking, cycling and public transport.

As part of the Our Fairer Future Plan 2 growth framework, Council should investigate expanding existing parking permit schemes to incorporate areas identified for higher-density residential development. These potential extension areas are shown in **Figure 13**. Given the constrained nature of many uplift sites and the policy direction to minimise off-street parking provision where feasible, some future developments may provide limited or no on-site parking. As a result, demand for on-street parking is likely to increase and will require proactive management.

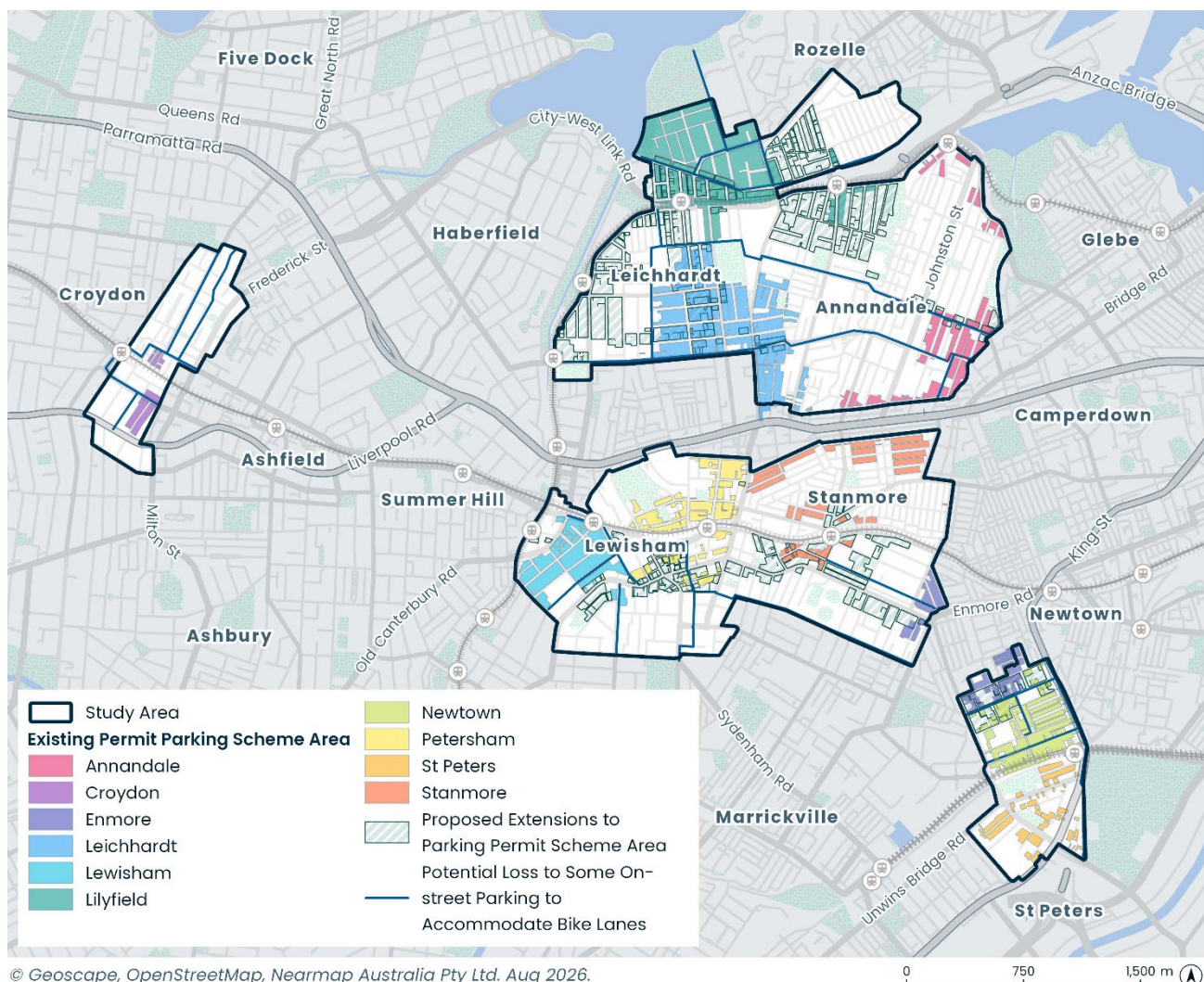
Council is also currently undertaking a Parking Permit Pricing Review, the findings of which should inform future permit scheme reforms. Any review of permit schemes should closely consider projected residential growth and existing parking pressures. Existing evidence indicates that some permit areas already experience significant supply constraints. In parts of the former Leichhardt LGA, there are approximately two to three permits issued for every available on-street parking space, highlighting the need to better align permit allocation with available kerbside capacity.

Key measures that could be explored through future permit scheme reviews include:

- Increasing the cost of second and subsequent permits to discourage multi-vehicle households.
- Limiting permit eligibility for households with access to off-street parking.
- Reducing the maximum number of permits available per dwelling in high-demand areas.
- Replacing unrestricted or long-duration visitor permits with capped daily-use permits.
- Introducing staged pricing increases over time to better reflect the value of scarce kerbside space.
- Prioritising permit allocation for residents without access to off-street parking.
- Reviewing business permit allocations where permit numbers exceed local parking capacity.

As kerbside space is progressively reallocated to support cycling infrastructure, greening initiatives and public domain improvements, parking permit settings may also need to evolve to ensure parking demand remains aligned with the available supply of on-street parking. This will help support a more efficient use of limited street space while balancing the needs of residents, businesses and visitors.

Figure 13 On-street parking transport interventions



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Intervention 8.2 – Removal of some on-street parking to accommodate active transport and place outcomes

Selected kerbside space may be reallocated where walking, cycling, loading, greening, seating, car share or public domain improvements deliver a greater community benefit than long term private vehicle storage. This can support a more efficient use of limited street space while improving safety, accessibility and the quality of local centres and neighbourhoods.

Opportunities for parking removal should be prioritised where they enable critical cycling links, safer pedestrian environments, improved public spaces or more efficient servicing outcomes. As kerbside space is reallocated, the impacts on parking demand and availability will need to be considered in close alignment with the residential parking permit scheme. This may require corresponding changes to permit eligibility, allocation and pricing to ensure parking demand remains aligned with available on-street supply and that remaining parking is prioritised for those with the greatest need.

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