

**ES 37 - PUBLIC EXHIBITION OF DRAFT INTEGRATED TRANSPORT
PLAN
For Recommendation**

File Ref: 1898

Director, Technical Services reports:

Synopsis

Council's Transport Planner has been developing a *Draft Integrated Transport Plan* in 2005 and 2006. Development of this Plan is identified as an action in Council's *2006-2011 Strategic Plan, Draft Marrickville Urban Strategy*. The Plan provides the rationale and recommended actions for addressing local transport issues and moving Marrickville toward sustainable transport – that is, reducing car use and increasing use of public transport, walking and cycling. Links to relevant NSW Government and Council policies and processes have been built upon wherever possible. The Plan comprises six chapters, each with a strategic aim, background information, a discussion of issues, local case examples, photos, maps, figures and a set of recommended actions for Council. Council's Transportation Committee, with support from the Traffic and Access Committees, will continue to act as Council's primary agent for development, implementation and review of the Plan.

It is recommended that Council receive and note this report; receive and note the *Draft Integrated Transport Plan* at **ATTACHMENT 1**; endorse the proposal to publicly exhibit the Draft Integrated Transport Plan in early 2007 and subsequently report back to Council; and determine whether a Councillors' conference and/or targeted community consultation process on the *Draft Integrated Transport Plan* is warranted during the exhibition period in early 2007.

Background

Progress on the development of the *Draft Integrated Transport Plan* was reported to Council's DES Committee and a Senior Staff meeting in mid-2005 and to Senior Staff meetings in February and November 2006. Drafts of the Plan were discussed by the Transportation Committee at meetings in February and October 2006.

The *Draft Integrated Transport Plan* provides the rationale and recommended actions for addressing local transport issues and moving Marrickville toward sustainable transport, i.e. reducing car use and increasing use of public transport, walking and cycling. Links to relevant policies and processes have been built upon wherever possible. Key NSW Government policies are the *Sydney Metropolitan Strategy* and the *Integrating Land Use & Transport* policy. Key Council policies are the *Strategic Plan* and *Draft Marrickville Urban Strategy*.

One of the *Strategic Plan's* nine goals directly relates to the *Draft Integrated Transport Plan*, i.e.: "Plan, promote and lobby for a sustainable and integrated transport system that improves the quality of life for the people of Marrickville". One of the *Strategic Plan's* five key objectives is directly related, i.e. Objective 4: "Guided development and sustainable transport: Continue to strive towards a community that is safe, accessible, pedestrian friendly and ecologically sustainable by seeking more sustainable forms of transport, developing appropriate infrastructure and long term and responsive urban planning strategies". Beneath Objective 4 is a set of strategies and programs, many directly linked to the strategic aims of the *Draft Integrated Transport Plan*. One of the programs is "Finalise the *Integrated Transport Plan*".

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Council's Transport Planner has been working closely with consultants for the *Draft Marrickville Urban Strategy* throughout 2006 to ensure the *Draft Urban Strategy* provides the necessary strategic support for the *Draft Integrated Transport Plan*, and that the *Draft Integrated Transport Plan* is consistent with the *Draft Urban Strategy*. The *Draft Urban Strategy* includes a discussion of transport issues and includes a number of objectives that support the *Draft Integrated Transport Plan*. Key is Objective 6: "Plan for a sustainable & integrated transport system". The action associated with this objective is "Finalise & implement the *Integrated Transport Plan*". The *Draft Integrated Transport Plan* is intended to support the *Draft Urban Strategy* by adding a more detailed layer of transport information, discussion and policy. It is also intended to support a number of other transport-related Council plans and processes, such as the new *Bikeplan*. Now that Council has endorsed the exhibition of the *Draft Urban Strategy*, it is appropriate that the *Draft Integrated Transport Plan* be progressed to public exhibition in early 2007.

Targeted community consultation for the *Integrated Transport Plan* has not been considered necessary or desirable at this stage. Council's Transport Planner has been involved in a number of community forums throughout 2005 and 2006 for other Council plans and projects where transport issues have been raised and discussed, e.g. consultations for the *Strategic Plan*, *Draft Urban Strategy* and *Draft Bikeplan*. Council's Transportation Committee has provided a further forum for discussion of transport issues with the community and other stakeholders. Key outcomes from these forums have been considered in developing the *Draft Integrated Transport Plan*. Notwithstanding, it may be appropriate to hold a Councillors' conference and/or a targeted community forum on the *Draft Integrated Transport Plan* during the exhibition period in early 2007.

Discussion

In the *Draft Integrated Transport Plan*, it is noted that Marrickville's inner-Sydney location and its densely developed neighbourhoods oriented to a comprehensive bus and rail network provide many opportunities to promote sustainable transport and manage traffic impacts. These opportunities are however threatened by growing car ownership and use, both locally and across Sydney, increasing through traffic (including freight traffic) and inadequate public transport service levels in some areas. The *Draft Integrated Transport Plan* includes information and recommendations designed to assist Council to understand Transport issues, enhance transport opportunities and manage the threats in the longer term.

Whilst many transport-related actions, such as management of public transport, are not within Council's control, the Plan notes that there are many areas that *are* within Council's control. It also suggests there is potential to further develop partnerships with the NSW and Commonwealth Governments on traffic and transport matters. Council's Transportation Committee, with support from the Traffic and Access Committees, will continue to act as Council's primary agent for this partnership approach. It will also continue to act as the forums for cross-Council communication and debate on traffic and transport issues. The Transportation Committee also has an identified role as working group for the development and implementation of the *Integrated Transport Plan*.

The *Draft Integrated Transport Plan* comprises six chapters, each with a strategic aim, background information, a discussion of issues, local case examples, photos, maps, figures and a set of recommended actions for Council. A report summary and full list of recommendations is at the

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front of the document. The Plan is intended to not only guide Council's strategic direction on transport planning, but to inform the community and other stakeholders of the work Council is already undertaking to promote sustainable transport in Marrickville. The Plan is also intended to provide a transport reference for related Council policies and will act as a resource base for Council promotions.

The strategic aim and recommendations for each of the chapters is as follows.

Chapter 1: Context

The strategic aim of this chapter is to "Acknowledge the range of literature and policies on sustainable transport, recognise transport trends and implement NSW Government policies that promote sustainable transport". The most important of NSW Government policies are the *Sydney Metropolitan Strategy (Metro Strategy)* and the *Integrating Land Use and Transport* policy.

The recommendation from Chapter 1 is:

- 1.1 Acknowledge the range of literature and policies on sustainable transport, recognise transport trends and to implement NSW Government policies that promote sustainable transport

Chapter 2: Transport & urban form

The Strategic aim of this chapter is to "Support the *Marrickville Urban Strategy* to ensure that future development in Marrickville is focused on areas with good access to public transport and urban services". This is intended to increase opportunities for people to live in places where most needs can be met without use of a car. Within these areas, Development Control Plans (DCPs) would aim to improve walking and cycling to and through bus stops, railway stations and centres.

Recommendations from Chapter 2 are:

- 2.1 Review *Marrickville LEP 2001* via the *Marrickville Urban Strategy* process to focus new mixed-use development in appropriate accessible areas;
- 2.2 Use the *St Peters and Marrickville Railway Station Area Revitalisation Plans* document as a case study for promotion of sustainable transport in all of Marrickville's centres;
- 2.3 Develop public domain plans that promote sustainable transport in accessible areas targeted for increased development; and
- 2.4 Review relevant DCPs to ensure that development within accessible areas promotes sustainable transport, and review *Council's Section 94 Contributions Plan* to improve funding of sustainable transport facilities.

Chapter 3: Public transport

The strategic aim of this chapter is to "Work directly and in partnership with State transport agencies to make railway stations accessible, improve services, improve intermodal integration and develop and extend light rail and community transport services". The chapter focuses on Council's input into NSW Government public transport policies and actions, and identifies areas where Council could add value to public transport services.

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Recommendations from Chapter 3 are:

- 3.1 Improve public transport by working with the NSW Government to make Marrickville's railway stations accessible and to improve the frequency, reliability, capacity, accessibility and security of rail and bus services;
- 3.2 Integrate future development with public transport through the *Marrickville Urban Strategy* and by working with the NSW Government to ensure that future development responds to long-term rail and bus servicing changes and vice-versa;
- 3.3 Integrate public transport with other modes by working with the NSW Government and directly to improve integration of rail and bus services with other modes, and by improving service information and conditions for walking and cycling around railway stations and bus stops;
- 3.4 Support the City of Sydney's campaign for light rail in the Sydney CBD and surrounds, and work with the NSW Government and other councils to extend light rail networks to and through the Marrickville LGA; and
- 3.5 Improve community transport services by improving the management of existing resources and by working with the NSW Government to ensure bus reforms promote community transport objectives.

Chapter 4: Roads, parking & freight

The strategic aim of this chapter is to "Work with the NSW and Commonwealth Governments to minimise impacts from major traffic-generating developments and main roads, and act directly to manage local roads, local developments and car parking to minimise impacts and promote sustainable transport". Local road management includes initiatives such as Local Area Traffic Management (LATM) schemes and improved management of on-street parking, which includes provision for parking of car-share vehicles.

Recommendations from Chapter 4 are:

- 4.1 Reduce impacts from major roads and devise alternatives to proposed major roads by working with the NSW Government to reduce traffic levels and speeds and on State and Regional roads and to devise alternatives to major roads;
- 4.2 Continue to oppose a major commercial development at Sydney Airport and to minimise the impact of major freight handling developments at Port Botany and Enfield by working directly and in partnership with the NSW Government and surrounding councils;
- 4.3 Minimise the impact of freight and other traffic on local streets by expanding and enforcing Council's existing network of freight truck limited local roads, and accelerate the implementation of Council's ongoing Local Area Traffic Management (LATM) program;
- 4.4 Manage the supply of private domain car parking in accessible areas by reviewing provision rates in Council's *DCP 19 Parking Strategy*, and by improving bicycle parking and providing car share parking within major residential and commercial developments; and
- 4.5 Develop and implement public domain parking strategies for accessible areas that manage supply, protect resident parking, optimise turnover, give priority to car sharing and other targeted users, minimise environmental impacts and apply appropriate pricing regimes.

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Chapter 5: Walking & cycling

The strategic aim of this chapter is to “Improve conditions for walking and cycling, with a focus on public transport stops, town centres and schools”. This would be supported by NSW Government and Council policies and projects that aim to improve conditions for walking and cycling, particularly within centres. This chapter links to Council’s *Bikeplan*, *Pedestrian Access and Mobility Plan (PAMP)* and the *Disability Discrimination Act Access Action Plan*.

Recommendations from Chapter 5 are:

- 5.1 Consider developing and implementing a further set of Pedestrian Access & Mobility Plans (PAMPs) in centres and other areas with high levels of pedestrian activity;
- 5.2 Plan and implement a network of safe and functional cycling routes and facilities through the existing and draft proposed *Marrickville Bikeplan*;
- 5.3 Develop a strategic plan for the Cooks River to Iron Cove GreenWay and develop a works program to upgrade the Cooks River path, with reference to the *Cooks River Pedestrian and Cycle Path Improvement Study*;
- 5.4 Develop a network of accessible footpaths through *Accessible Footpaths Program*; and
- 5.5 Develop and implement walk/cycle to school projects, supported by TravelSmart and related programs, in partnership with schools, P&C associations and the NSW Government.

Chapter 6: Council policies & processes

The strategic aim of this chapter is to “Ensure that all relevant Council’s policies and processes are developed and co-ordinated to promote sustainable transport”. It shows how this Plan links to Council’s existing policies, and how improving Council’s own operations can contribute to the desired shift toward sustainable transport. It also examines how Council currently communicates and raises awareness of transport issues with the community and with its staff. It is intended that through these initiatives, support for the *Integrated Transport Plan* and ownership of its actions will grow.

Recommendations from Chapter 6 are:

- 6.1 Ensure this Plan is linked to relevant Council policies, and that it is regularly updated and improved;
- 6.2 Improve the management of Council’s vehicle fleet through the Future Fleet policy and by ensuring Council premises have Transport Access Guides (TAGs), bicycle parking and associated end-of-trip facilities;
- 6.3 Ensure that the recommended actions of this Plan are implemented by the Transportation Committee and supported by other relevant Council committees;
- 6.4 Promote community and Council staff awareness of transport issues and support for this Plan through the media and events, and by ensuring this Plan has considered relevant issues raised in community engagement processes; and
- 6.5 Ensure resources are adequate to implement this Plan and pursue external funding for transport-related projects, assisted by the development of a schedule of grants.

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At this stage, the only recommendations (or parts thereof) that have the potential to create new responsibilities and/or a need for additional Council resources are:

- 2.3 Develop public domain plans that promote sustainable transport in accessible areas targeted for increased development;
- 3.3 Integrate public transport with other modes by working with the NSW Government and directly to improve integration of rail and bus services with other modes and by improving service information and conditions for walking and cycling around railway stations and bus stops;
- 4.3 Minimise the impact of freight and other traffic on local streets by expanding and enforcing Council's existing network of freight truck limited local roads and accelerate the implementation of Council's ongoing Local Area Traffic Management (LATM) program; and
- 5.1 Consider developing and implementing a further set of Pedestrian Access & Mobility Plans (PAMPs) in centres and other areas with high levels of pedestrian activity.

Most of the *Draft Integrated Transport Plan's* recommended actions are already underway. Additional staff or funding resources would not be required for their implementation unless an external funding opportunity arose, or a separate decision was made by Council to accelerate the implementation of a particular recommended action. Of the few new actions proposed, most would be undertaken via other processes, e.g. through the *Urban Strategy*. None of the new actions would need to commence immediately, but could commence at a later stage depending on Council's priorities and the availability of funding.

It is anticipated that there may be some debate over the following recommendations related to car parking:

- 4.4 Manage the supply of private domain car parking in accessible areas by reviewing provision rates in Council's *DCP 19 Parking Strategy* and by improving bicycle parking and providing car share parking within major residential and commercial developments; and
- 4.5 Develop and implement public domain parking strategies for accessible areas that manage supply, protect resident parking, optimise turnover, give priority to car sharing and other targeted users, minimise environmental impacts and apply appropriate pricing regimes.

These recommended parking actions are consistent with NSW Government's *Integrating Land Use & Transport* policy, the *Draft Marrickville Urban Strategy* and recently updated parking policies of other inner-Sydney councils such as the City of Sydney. It is expected in 2007 that the NSW Government will provide additional policy support for these recommended actions in the form of a new *Metropolitan Parking Strategy*.

It may be appropriate to convene a Councillors' conference and/or targeted community consultation process on the *Draft Integrated Transport Plan* during the public exhibition phase in early 2007.

Conclusion

Development of Council's *Draft Integrated Transport Plan* has proceeded to a stage where it is appropriate that the draft document be placed on public exhibition. Exhibition of the Draft Plan in early 2007 is well-timed given the release of *Sydney Metropolitan Strategy* in late 2005, Council's

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endorsement of the *Marrickville Council Strategic Plan* in mid 2006 and public exhibition of the *Draft Urban Strategy* in late 2006. These documents provide considerable policy support for the *Draft Integrated Transport Plan*.

Public exhibition of the *Draft Integrated Transport Plan* does not commit Council to funding new actions, and most of the Plan's recommended actions are already underway. Whilst there is potential for the *Draft Integrated Transport Plan* to create new responsibilities or funding requirements for Council, most of these new actions would be undertaken through other Council projects and processes, and none would require immediate action. Council could at any stage delay or bring forward the timing of any of the recommended actions depending on priorities and the availability of external funding. Car parking is likely to be the only policy issue within the *Draft Integrated Transport Plan* that would to raise debate in the community. A certain level of debate would be productive, and the Plan's recommended actions on car parking are consistent with existing parking policies of the NSW Government and other councils in the region.

RECOMMENDATION:

THAT Council:

1. receive and note the report;
2. receive and note the *Draft Integrated Transport Plan* at **ATTACHMENT 1**;
3. endorse the proposal to publicly exhibit the *Draft Integrated Transport Plan* in early 2007 and subsequently report back to Council for adoption; and
4. determine whether a Councillors' conference and/or targeted community consultation process on the *Draft Integrated Transport Plan* is warranted during the exhibition period in early 2007.

ATTACHMENT 1: Total 95 pages

Draft Integrated Transport Plan report: An Integrated Transport Plan for the Marrickville LGA

****Please note ATTACHMENT 1 has been distributed as a separately bound document***