Attachment B

Final Access Strategy and Action Plan – Continuing the Vision

Final
November 2023

Access Strategy and Action Plan Continuing the Vision

We acknowledge the Gadigal of the Eora Nation as the Traditional Custodians of our local area.

CITY OF SYDNEY

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Front cover: Asad Rajbhoy / City of Sydney

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Executive summary

Rebalancing movement and place within our city to create a city for walking, cycling and public transport

The City of Sydney's *Access Strategy and Action Plan*: *Continuing the Vision* (the 'Access Strategy') explains the City of Sydney's approach and commitments to managing access and transport to support environmental, social and economic outcomes. It focuses on the geographic area of the City of Sydney, in the broader context of metropolitan Sydney.

It builds on the City's achievements since the adoption of *Sustainable Sydney 2030* in 2008. It updates the *Connecting the City* transport strategy released in 2012. It is crucial that the City reviews and updates its previous 2012 transport strategy to account for the significant progress it has made since then and to enable effective collaboration with NSW Government agencies and other key stakeholders.

It identifies additional strategies and actions the City of Sydney can adopt and implement and includes advocacy actions for the City to influence the NSW Government.

The City has developed the Access Strategy in parallel with, and to support, the two documents: *Sustainable Sydney 2030–2050: Continuing the Vision* ('Sustainable Sydney 2030–2050') and the *Community Strategic Plan: Delivering Sustainable Sydney 2030–2050* (the 'Community Strategic Plan'). The Access Strategy explains why transport and access are crucial to creating a City that is environmentally sustainable, inclusive and economically productive. It shows how new ideas and approaches will work with the City's extensive existing programs and policies to achieve a city for walking, cycling and public transport. The Access Strategy also describes how it is integrated with, supports and operationalises the directions incorporated in Sustainable Sydney 2030–2050.

The Access Strategy has 10 main elements:

- Deliver an integrated transport and land use system providing high levels of access without relying on high levels of mobility.
- Reallocate street space
- Inform planning of key precincts
- Improve places
- Respond to the climate emergency and build resilience
- Enable the City to continue to grow
- Assist pandemic recovery
- Strengthen inclusion
- Save lives and reduce injuries
- Shape the city around a networked public transport system.

The Access Strategy will use targets and measures from Sustainable Sydney 2030–2050 and the Community Strategic Plan to drive progress towards the strategy's vision and outcomes and to report on progress.

The Access Strategy includes 17 projects, initiatives and programs that translate the Access Strategy into an Action Plan, that:

- makes immediate progress on creating a city for walking, cycling and public transport
- responds to the needs of the City's different areas and geographies
- capitalises on the issues where it has direct control and strengthens its advocacy and influence where it doesn't
- maximises delivery and value for money, recognising the City's limited funds
- looks for opportunities for additional funding for access and transport.

The actions are:

1. Broadway – A green axis for Tech Central, a city centre gateway
2. Park Street – A green gateway for the city centre, reconnecting Hyde Park
3. Oxford and Flinders Streets – A green gateway supporting culture
4. City centre place improvements - from vehicles to people
5. Plan Sydney Metro precincts to improve the public domain and increase space for people
6. Sydney Metro as a catalyst – bringing forward the Metro West extension
7. Connecting Green Square
8. A city for walking
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10. Moving kerbside deliveries off-street over time
11. More control for local government over local streets
12. Funding public domain works via parking space levies
13. Reducing the impacts of buses in the city centre
14. Electrification of City transport
15. Reducing vehicle speeds
16. Supporting car sharing
17. Pricing to achieve more equitable access outcomes.

Over time, the City will update the Action Plan, as we implement priorities and as new opportunities or priorities emerge.

The City is monitoring a number of rapidly evolving technologies that could disrupt the transport and access system and the City's Access Strategy. These are:

- Mobility as a Service
- Autonomous vehicles
- Personal mobility devices
- High-speed rail.

The different components of the City's Access Strategy will together create a city for walking, cycling and public transport.

1. Introduction

Scope of Strategy

This document is the City of Sydney's *Access Strategy and Action Plan: Continuing the Vision* (the 'Access Strategy').

It explains the City of Sydney's approach and commitments to managing access and transport to support environmental, social and economic outcomes.

It focuses on the geographic area of the City of Sydney, in the broader context of metropolitan Sydney.

It outlines the City's key achievements since the adoption of *Sustainable Sydney 2030* in 2008. It recognises the City's advocacy role in securing NSW Government commitment to Metro and Light Rail. Building on these achievements, it identifies additional strategies and actions the City of Sydney can adopt and implement, to continue progress towards the vision. It also includes advocacy actions for the City to collaborate with and influence the NSW Government. Many of these are fully consistent with existing NSW Government policy positions, or translate the policy principles into specific projects.

It updates the *Connecting the City* transport strategy released in 2012. It is crucial that the City reviews and updates its transport strategy to account for the significant progress it has made since then and to enable effective collaboration with NSW Government agencies and other key stakeholders.

Photo: Mark Metcalfe / City of Sydney

The City developed the Access Strategy in parallel with, and to support, the two documents: *Sustainable Sydney 2030–2050: Continuing the Vision* ('Sustainable Sydney 2030–2050') and the *Community Strategic Plan: Delivering Sustainable Sydney 2030–2050* (the 'Community Strategic Plan').

Section 2 outlines the relationship of the Access Strategy to Sustainable Sydney 2030–2050 and the Community Strategic Plan in more detail.

Purpose: the need for an Access Strategy and Action Plan

- This document directly relates to Sustainable Sydney 2030–2050 and the Community Strategic Plan.
- It explains why transport and access are crucial to creating a city that is environmentally sustainable, inclusive and economically productive.
- It shows how new ideas and approaches will work with the City's extensive existing programs and policies to achieve a City for walking, cycling and public transport. It identifies the high level of consistency between the City's approach to transport and access and NSW Government policies, improving the City's ability to advocate for these approaches.
- It provides more detail on Sustainable Sydney 2030–2050's Transformative Project Ideas and transport and access targets, principles and directions.
- It provides the transport network context to and further rationale for the Transformative Project Ideas outlined in Sustainable Sydney 2030–2050.
- It helps to consolidate and operationalise the NSW Government's existing 'place-based' transport strategies for key areas of the City of Sydney, including its South East Sydney Transport Strategy (2020) and its Tech Central Place-Based Transport Strategy (2021). It provides more detail on relevant elements and, in some instances, shows why these projects must be realised more quickly than currently committed to by the NSW Government.
- It provides discussion about the potential future of key issues, such as freight and servicing, to guide the City's responses and actions.

2. Supporting Sustainable Sydney 2030–2050

This section explains how the Access Strategy is integrated with, supports and operationalises the directions incorporated in Sustainable Sydney 2030–2050. It documents progress and achievements since the City released Sustainable Sydney 2030.

Building on the progress of Sustainable Sydney 2030

Sustainable Sydney 2030 was endorsed in July 2008. Key achievements delivered as part of Sustainable Sydney 2030 are shown in Figure 1. These are primarily a result of direct action by the City. Some were achieved in partnership with the NSW Government. New public transport (light rail, Metro) is delivered by the NSW Government, but the City played a strong advocacy role and supports the projects with public domain works.

Strategic context: Sustainable Sydney 2030–2050

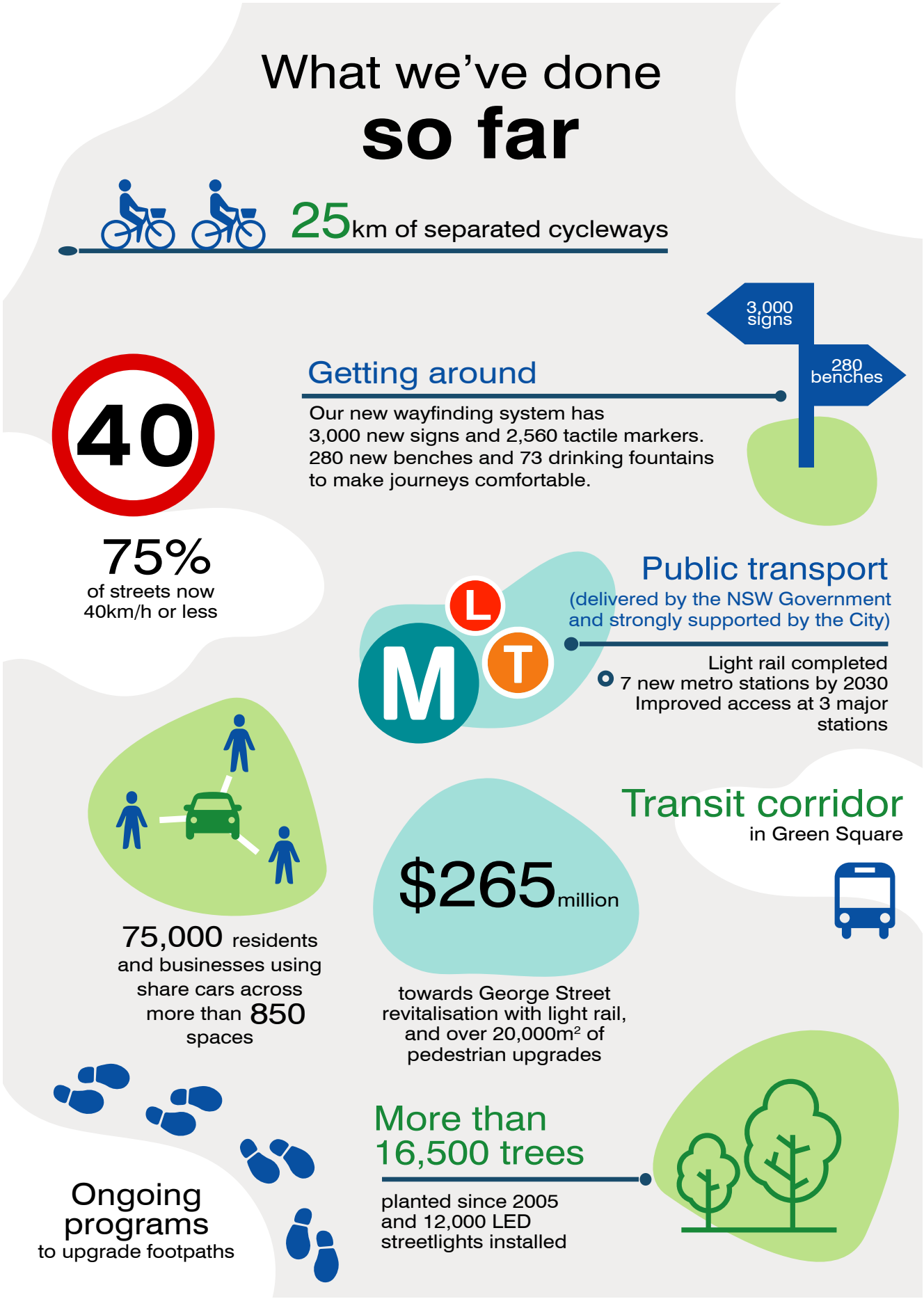
This Access Strategy has been developed in concert with and to support and supplement the Sustainable Sydney 2030–2050 strategy.

Sustainable Sydney 2030–2050 builds on the work undertaken to realise the City's Sustainable Sydney 2030 strategy, which was released in 2008 (achievements in transport and access are shown in Figure 1). Sustainable Sydney 2030–2050 responds to relevant global trends and policy frameworks, encapsulates the City's communities' values and aspirations, and is underpinned by research and data analysis.

Sustainable Sydney 2030–2050 articulates a future:

- that is more sustainable, driven by individual and collective action to respond to the climate emergency
- where the City continues to be a leader in our region for just and sustainable growth, creativity, and innovation
- where the thriving 24-hour economy creates opportunities for all
- with a more resilient city – where the social, business, cultural and physical connections in our city support everyone to reach their full potential, adapt to change and withstand adversity.

Figure 1. Key achievements of Sustainable Sydney 2030



Sustainable Sydney 2030–2050 includes:

- 10 **Targets** to enable the City to measure and report on change over time
- 10 **Strategic Directions** to provide a framework for action by the City of Sydney, other levels of government, and by business and the community
- 10 **Transformative Project Ideas** building on past projects and concepts, to illustrate ways we can realise the vision for the city by 2050. They are intended to provoke thought and discussion about significant actions the City of Sydney and others can take.

The Community Strategic Plan is the City's formal corporate planning document under the Local Government Act 1993. It provides more detail on the communities' perspectives and rationale for action. For each of the 10 Strategic Directions in Sustainable Sydney 2030–2050, it translates the vision into objectives and outcomes, with measures to recognise progress over time.

The Access Strategy relates primarily to Sustainable Sydney 2030–2050 Strategic Direction 5: *A city for walking, cycling and public transport*.

Transport and access play a supporting role in other directions, especially Direction 3: *Public places for all.*

Photo: Adam Hollingworth / City of Sydney

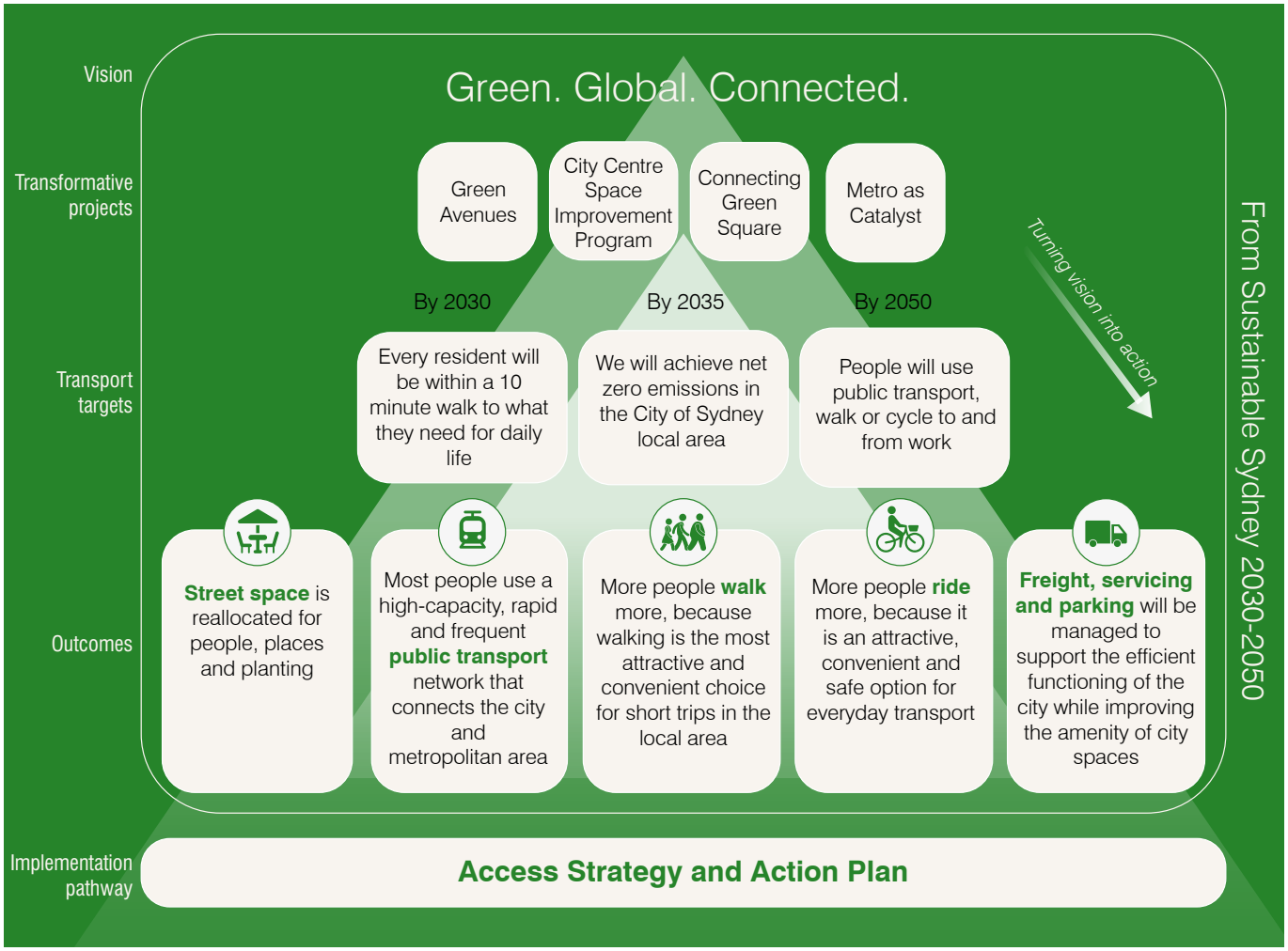
The Access Strategy was developed in parallel to Sustainable Sydney 2030–2050

The City started preparing this Strategy in 2018, with the primary goal of supporting the update of Sustainable Sydney 2030. Our starting point was the many achievements since the adoption of Sustainable Sydney 2030, such as light rail on George Street. We worked with experts to ensure our approaches were best practice and responded to evidence. We used a co-design approach, to maximise the collaboration between City teams, subject matter experts and external stakeholders. This process helps extract the best ideas from the City's experienced people.

We validated our potential approaches against the strong emerging community views that something needed to be done to make city streets more productive and liveable.

The relationship between transport and access, and quality planning and growth, is also embedded in the City of Sydney's *CityPlan 2036* (Local Strategic Planning Statement), released in 2020. The Central Sydney Planning Strategy is the planning framework for growth in Central Sydney, and access and transport are vital to its implementation.

Figure 2. How Sustainable Sydney 2030–2050 guides and informs the Access Strategy



The Access Strategy supports Sustainable Sydney 2030–2050

This Access Strategy will help deliver the strategic directions and transformative project ideas within *Sustainable Sydney 2030–2050: Continuing the Vision.*

Access and transport play a supporting role for most of the Transformative Project Ideas included in Sustainable Sydney 2030–2050. This Strategy focuses most closely on four of these ideas, which have the strongest requirement for changes in the transport system to enable road space reallocation, or because they are public transport proposals.

This Access Strategy includes other 'whole of system' transport actions that contribute to delivering Sustainable Sydney 2030–2050. Some of these are specific to locations or particular modes of transport, and some apply across the whole of the City of Sydney. They are all consistent with achieving the suite of 2050 outcomes outlined in the Community Strategic Plan.

Targets and measures are discussed in detail in **Section 4**.

Photo: Peter Warrington / City of Sydney

The Access Strategy incorporates NSW Government policy approaches

The Access Strategy is the result of significant collaboration with NSW Government agencies, especially Transport for NSW. This collaboration is essential because Transport for NSW is the decision-maker for many of the proposals in the Access Strategy.

The NSW Government's *Future Transport Strategy 2056 i*s the starting point for the City's thinking: we focused on what the planning in the Future Transport Strategy 2056 meant for our area and how we could leverage its commitments and long-term plans to achieve improved outcomes for our residents and businesses. The City also embraces the *Movement and Place* approach developed by NSW Government, and the general approach outlined in Transport for NSW's *Road User Space Allocation Policy*.

We used our involvement in NSW Government place-based transport strategies (South East Sydney, Tech Central) to test and then seek their adoption of concepts and actions, consistent with the City's emerging approaches.

Some City proposals have already become NSW Government commitments, such as the Pyrmont Metro Station on Metro West.

Figure 3 maps out relevant NSW Government and City strategies, policies and plans that inform this Strategy.

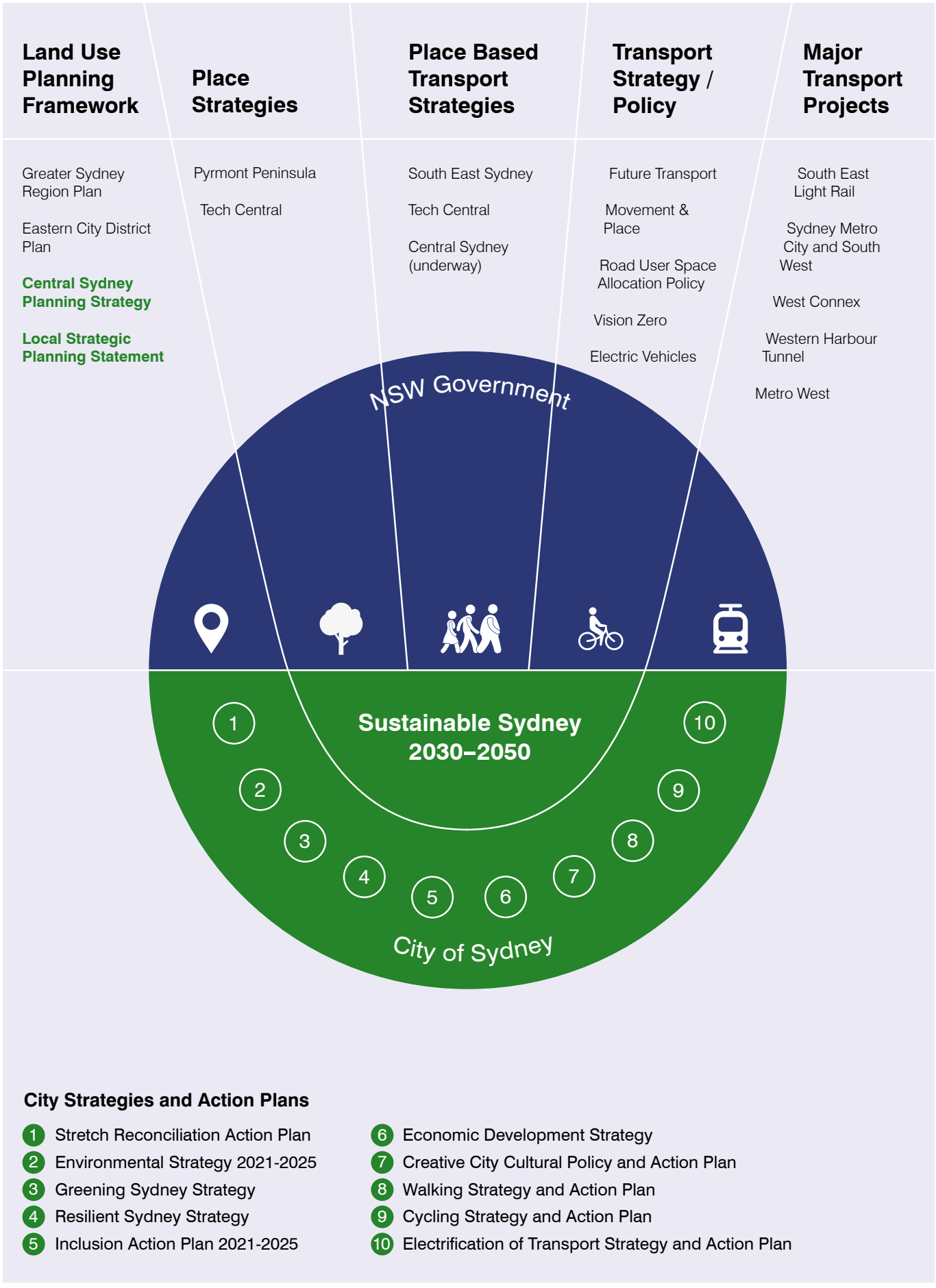
Potential disruptions

The City's Strategy and Action Plan responds to known trends and foreseeable issues. However, changes in technology and policy and unforeseeable events (such as the Covid-19 pandemic) can force the City to respond. Some of the more likely disruptions to the current economic, social or economic environment in which our transport and access system operates are:

- Mobility as a service
- Autonomous vehicles
- Personal mobility devices
- High-speed rail.

Additional details of these and some initial thoughts on how the City might respond are provided in **Appendix A**.

Figure 3. Relationship to City and NSW Government strategies



City Strategies and Action Plans

1. Stretch Reconciliation Action Plan
2. Environmental Strategy 2021-2025
3. Greening Sydney Strategy
4. Resilient Sydney Strategy
5. Inclusion Action Plan 2021-2025
6. Economic Development Strategy
7. Creative City Cultural Policy and Action Plan
8. Walking Strategy and Action Plan
9. Cycling Strategy and Action Plan
10. Electrification of Transport Strategy and Action Plan

3. Access Strategy

This section outlines the different components of the City's Access Strategy. Together, these will create a city for walking, cycling and public transport

Photo: Katherine Griffiths / City of Sydney

Strategy A
Deliver an integrated transport and land use system providing high levels of *access* without relying on high levels of *mobility*

Principle

A1 We will focus on access rather than mobility. Access is the ultimate outcome of transport systems, with people getting to the places they need or want to go to. It is enabled by mobility, which equals movement and relates to the ability, ease and efficiency of moving people, goods and services.

Justification

Cities that prioritise access over mobility are more efficient. Their transport systems provide maximum support for activity within their space constraints.

This Strategy moves away from the idea that all movement and mobility is good, and rather focuses on providing good access. We will provide the right level of access for goods, services and daily needs with the minimum amount of mobility by taking an integrated, multimodal approach to transport planning. That approach will elevate other factors such as place, health, productivity and equity, rather than focusing only on travel time. This is why we have named it the Access Strategy rather than a transport strategy.

Through this strategy, the City will promote and develop the appropriate transport options as the means of enabling access in different parts of the local government area (LGA, 'local area' or 'area'). This strategy outlines the priority transport modes and responses that are required for different parts of our city to meet the complex access requirements of the City of Sydney.

Strategy B
Reallocate street space

Principles

B1 We will work to provide street space for the most economically important and space-efficient users, especially people walking, cycling and on public transport. We will work to reallocate street space to place and to make space for more planting.

B2 We will give less priority to people in cars, especially people who are driving through key places. We will encourage them to use bypass roads instead.

B3 We will work with the NSW Government to change the way transport is managed in the city centre and in key villages and other high-activity precincts.

Justification

The City of Sydney must be a city for walking, cycling and public transport, to achieve the environmental, social and economic outcomes central to its international competitiveness.

This Access Strategy supports Sustainable Sydney 2030–2050 by setting our priorities for the City's transport system, to improve access, to provide more space for people (not vehicles), to improve the quality of key places, and to make space for planting trees and other requirements to mitigate the heat impacts of the climate emergency

The City of Sydney's built footprint is essentially fixed. Planned growth will result in more density, but we cannot create more surface space to support that. The City is, therefore, focused on the best use of our limited public space. To achieve this, we apply a transport framework that supports the growth of the city by prioritising the most efficient modes for different transport functions in different streets. The framework acknowledges the importance of access for construction, and for goods and services for business.

This means a shift away from prioritising space for private vehicles, which take up a large proportion of our public street space because they use space very inefficiently, and cause major impacts in terms

of emissions, noise and injuries. It also means that we can create more space for people and places by using our street space more efficiently and more equitably.

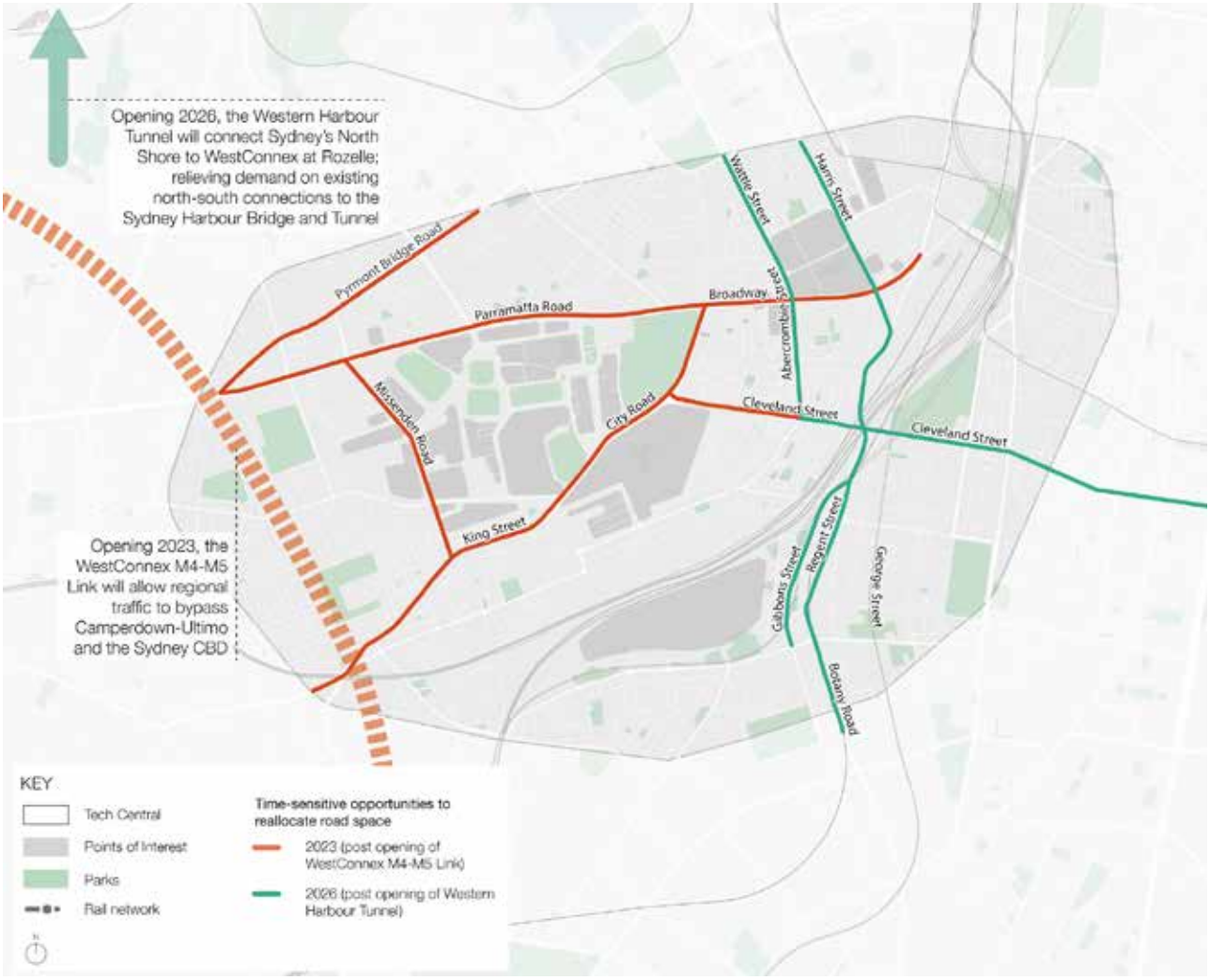
No city has been able to build their way out of traffic congestion, and the City of Sydney's approach reflects that of other successful global cities by prioritising walking, cycling and public transport, while maintaining access for business.

This Access Strategy will build on the NSW Government's policies and commitments to street space reallocation. Major opportunities respond to NSW Government investment in motorways and metro rail. This is a proven approach. The improvements to Crown and Bourke Streets achieved by reallocating road space and diverting through traffic to the Eastern Distributor helped revitalise Surry Hills. In contrast, east–west traffic continues to run through the city centre rather than through the Cross City Tunnel because surface road capacity was retained for vehicles rather than reallocated to people, place and planting.

The City did not support new motorways such as WestConnex for a range of economic and environmental reasons. They will induce traffic and congestion, and better public transport investment options that serve more people were available. To ensure there are benefits in our area, the NSW Government now needs to work with the City to reallocate street space to give greater priority to better places, and to people walking, riding a bike or catching public transport.

Transport for NSW is now recognising the need for street space reallocation in its strategies. The Transport for NSW's *Tech Central Place-*

Figure 4. NSW Government Tech Central Place-based Transport Strategy (excerpt)



Source: Transport for NSW, *Tech Central Place-Based Transport Strategy* (2021)

based Transport Strategy (2021) explicitly links opportunities for changes on streets such as Broadway and Parramatta Road to investment in WestConnex and the Western Harbour Tunnel (see Figure 4).

Applying this same approach to transport network management across inner Sydney can achieve reductions in vehicle traffic in the city centre and innovation areas, and on the major boulevards leading to them.

To complement its strategies, in 2020, the NSW Government released their *Road User Space Allocation Policy.* The City will work with them to implement it. The policy creates a hierarchy of priority for road users:

1. People walking
2. People riding bikes
3. Public transport
4. Freight, deliveries and servicing
5. Point to point such as taxis
6. General/private traffic, including on-street parking for these users.

Where required, the City would work with Transport for NSW on Travel Demand Management approaches that help businesses, residents and visitors to adjust to any changes.

Strategy C
Inform planning of key precincts

Principles

C1 We will work with Transport for NSW on detailed transport network planning for key precincts, such as around Hunter Street and Pyrmont Metro stations, and in Tech Central.

C2 We will prioritise access for public transport, for freight and servicing, and for people riding bikes.

C3 We will determine the access needs for each group using movement and place approaches, and then work to organise the streets to reflect that – identifying locations where road space can better be used for place activities such as wider footpaths.

Justification

This Access Strategy features network-based approaches to managing public transport and private travel. It provides the foundation for more detailed plans at the precinct level, that maximise the road space available for reallocation while ensuring access to all properties.

Taking a precinct approach results in better planning outcomes than focusing purely on a road corridor.

Precincts such as Central, the new Hunter Street Metro Station or the Pyrmont Peninsula are the right scale to develop movement and place solutions that translate to actual changes on city streets.

Strategy D
Improve places

Principles

D1 We will give priority to place over movement, on most of our streets.

D2 We will widen footpaths, create plazas, provide seating, plant more trees, install public art and support outdoor dining and a public life.

D3 We will work to reduce unnecessary private vehicle through traffic in the city centre, on our village main streets and in our neighbourhoods.

Justification

Movement and Place is NSW Government policy and supports a better balance for place rather than movement in many types of locations. That is because there is great economic social value in places, because they are key areas of people's activity – employment, entertainment, schools, hospitals, shopping, visiting and places where people enjoy spending time.

The NSW Government's investment in public transport projects like Sydney Metro and in motorway bypasses gives us the opportunity to change how we manage the surface transport system. We can have a more connected city, with better access and improved places.

Strategy E
Respond to the climate emergency and build resilience

Principles

E1 We will work to reduce emissions by supporting walking, cycling and public transport.

E2 We will allocate more public street space to allow greening, primarily though new plantings to help people cope with increased heat.

E3 We will work to speed up the electrification of transport systems, to help us achieve net-zero emissions by 2035. We will work to ensure that NSW Government's commitment to make the transition to a zero-emissions bus fleet by 2030 translates into the early electrification of buses serving the City of Sydney, especially in the city centre.

Justification

Our Access Strategy recognises that transport has a key role in responding to the climate emergency, building resilience and delivering on our commitment of net-zero emissions by 2035.

The long-term impacts of climate change on our city are becoming increasingly clear, with major floods in NSW and Sydney in 2020 to 2022. However, the immediate concern for our area is heat. Most predictions estimate that average temperatures in Sydney will increase by 1.6°C to 3.1°C by 2070, although in some places this could reach 3.7°C due to the urban heat island effect. There will be more days with extreme heat, with temperatures significantly above 35°C.

We need to increase tree canopy cover to mitigate heat impacts. With limited opportunities in parks and on private property, the areas between buildings will need to deliver more canopy cover, as well as rain gardens and space for awnings. Streets that are cooler and greener will be more attractive for walking and cycling. Walking, cycling and public transport all produce lower emissions and use road space more efficiently.

Supplementing the shift to walking, cycling and public transport, the City is finalising its strategy and action plan for the electrification of transport systems (see **Action #14** for more detail). Transport services and fleets affecting the most people – buses, delivery and service vehicles, taxi and other point-to-point services – are the priority. Bus fleets serving the city centre and key routes to the city centre, such as Oxford Street and Broadway interact with the most people. These should be the priority for electrification as soon as possible, as part of the transition of the whole fleet by 2030.

Strategy F
Enable the City to continue to grow

Principles

F1 We will make more space on our streets to cater for the growth in people coming to and moving around our city.

F2 We will work to ensure the right public transport connections are in place, to connect suburbs and villages to each other. The alternative is gridlocked traffic as it has been in the past.

F3 We will maximise walking and cycling, because they are the most space-efficient forms of movement, and suitable for many trips within the city.

F4 We will ensure we maintain access for demolition and construction to support the development outlined in the Central Sydney Planning Strategy.

F5 We will support businesses maintaining access for goods and services.

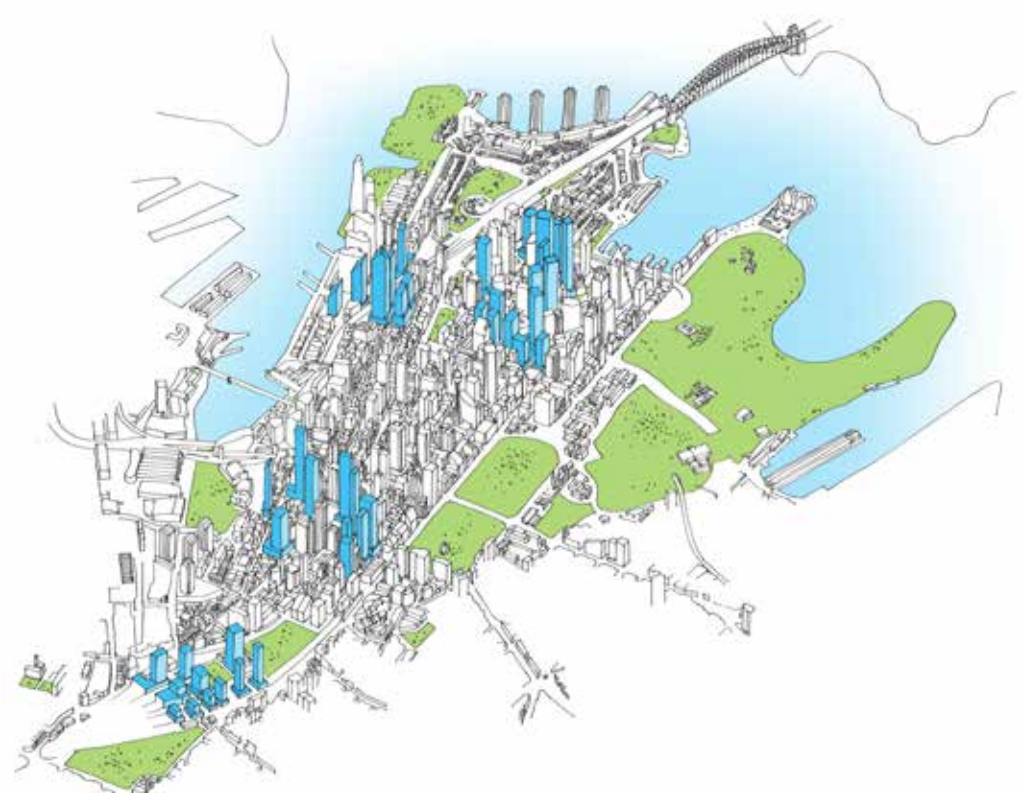
Justification

By estimates for 2050, it is suggested there could be up to 2 million people in the City on an average weekday. The vast majority of these will be workers and visitors for recreation, tourism, health and education.

The City's planning framework, the *CityPlan* 2036 (Local Strategic Planning Statement) outlines the foreseen growth in dwellings and jobs (see Figure 5 and Figure 6).

The Central Sydney Planning Strategy is a 20-year growth strategy that revises previous planning controls and meets our goals for a green, global and connected city.

Planning for development in Central Sydney means planning for Sydney's ongoing competitiveness, appeal and resilience. The area plays a critical role in the continued growth and economic success of wider Sydney and the national economy. The Strategy plans for more than 100,000 additional jobs by 2036. A key enabler is new employment in four tower clusters.



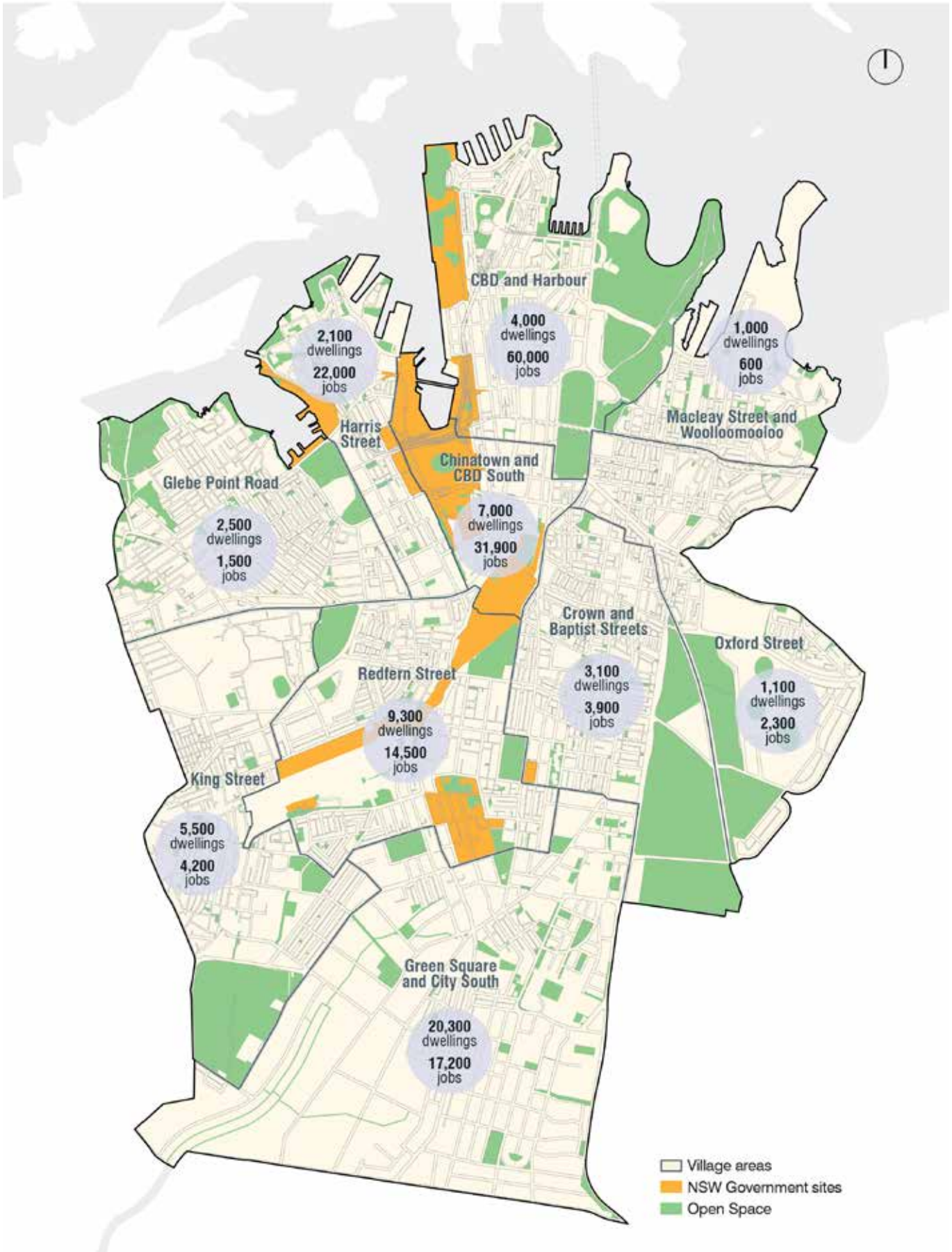
Central Sydney tower clusters
Source: Central Sydney Planning Strategy

Figure 5. Housing and job projections – over time

Housing	Total 2016	2016-2021 (0-5 year) target	2022-2026 (5-10 year) target	2027-2036 (11-20 year) contribution	Total 2036
Target private dwellings*	105,860	+18,300	+14,000	+17,700	155,860
Private market	95,309	+15,092	+10,792	+11,285	132,480
Affordable**	835	+2,714	+2,714	+5,423	11,690
Social**	9,716	+494	+494	+987	11,690
Non-private dwellings**	11,569	+2,575	+3,033	+392	17,569
Total dwellings	**117,429**	**+20,875**	**+17,033**	**+18,092**	**173,429**
Jobs	**Total 2017**		**Growth to 2036**		**Total 2036**
Total jobs	**501,786**		**+200,000**		**701,786**

Source: City of Sydney (2019). *CityPlan* 2036.

Figure 6. Housing and job projections – by area, 2016–2036



Source: City of Sydney (2019). *City Plan* 2036.

Strategy G
Assist pandemic recovery

Principles

G1 We will provide more space for walking and resting, supporting social distancing in centres and on village high streets, mainly through wider footpaths. This encourages people to spend more time in places such as the city centre and supports economic activity.

G2 We will accelerate the rollout of the cycling network. The pop-up cycleways implemented by the City and the NSW Government during the pandemic were important supplements to public transport, as well as providing better connections to local centres. We will leverage the experience in collaborating with NSW Government agencies to build cycleways faster.

G3 We will reallocate kerbside lanes to outdoor dining in appropriate locations with the support of businesses. We will manage the growth in freight, servicing and deliveries, especially in residential areas. This increased significantly during the pandemic due to online shopping and takeaway food deliveries. We added additional loading and short-stay parking in areas with new pop-up cycleways.

G4 We will work with the NSW Government to encourage people to leave cars at home and use public transport. We will focus on journeys to work and education, and recreational trips where walking, cycling or public transport are appropriate options. This will reduce unnecessary car use and is crucial because driving in the City of Sydney has increased since the pandemic.

Justification

The Covid-19 pandemic showed the value of space, which allows safe activity with social distancing. The changes that supported us during the pandemic can underpin the pandemic recovery. Outdoor dining is perfect for our mostly temperate climate; this can be supported in precincts for customers and deliveries/service vehicles with more efficient management of the remaining kerbside lanes. Improvements in the public domain also give people another reason to visit the city, for work or for recreation. A vibrant city needs is an experience, not just a series of buildings and streets. This is also critical for the City's economic recovery

Many people took up cycling for the first time during the pandemic, and we have the opportunity to build on this uptake of riding with more safe and separated cycleways. While overall activity reduced, vehicle traffic increased. We must reverse that trend, rebuilding the public transport use that is the bedrock of a well-connected and efficient city.

Strategy H
Strengthen inclusion

Principles

H1 We will ensure the public domain is physically accessible for everyone.

H2 We will improve walking and cycling networks to support people using mobility devices.

H3 We will advocate for accessible public transport that supports all trips rather than focusing on commuter trips.

H4 We will keep supporting well-managed car sharing so people do not need to own a car.

H5 We will ensure there is parking for people with lower mobility near community and health facilities and that it will often be time-limited so more people can use it.

H6 We will continue to provide some opportunities for pick up and drop off, so those who need to can drop off people with limited mobility then park vehicles elsewhere.

Justification

Inclusion reduces disadvantage, isolation and discrimination. Our Strategy builds on the City's *Inclusion (Disability) Action Plan*, which was developed with an Advisory Committee.

These measures make sure everyone is welcome in our city, and everyone can move around. When we make our transport system accessible for anyone, it generally results in easier access for everyone.

Photo: Chris Southwood / City of Sydney

These measures also provide lower-cost access solutions, which take pressure off household budgets, helping our families manage the pressures of cost of living and growing unaffordability, especially of housing.

More than 35 per cent of households in the City of Sydney report not owning a car.[2] This compares with an average figure of 10 per cent for Greater Sydney. Whether this is due to more convenient transport options, lack of parking, medical, economic or other circumstances, the City aims to ensure that people will be able to access their daily needs and opportunities without requiring a private vehicle.

Strategy I
Save lives and reduce injuries

Principles

I1 We support a vision of zero fatal and serious injuries suffered on the streets no later than 2050, 'Vision Zero'.

I2 We will work with the NSW Government to bring vehicle speeds down on more streets.

I3 We will install more pedestrian crossings and secure reduced waiting times at signals for people walking.

I4 We will install more separated cycleways to reduce the risk of drivers injuring or killing people cycling.

Justification

The faster we can realise 'Vision Zero', the lower the total number of people that will be killed or seriously injured between now and 2050.

Each year, there are more than 500 people injured or killed in road crashes in the City of Sydney. In 2017, the total number was 872. The average number of annual fatalities from road crashes over the last 5 reported years was 5.8. The average of serious injuries for the same period was 160 with people walking and cycling over-represented.

Motor vehicles are the cause of most road trauma. Reducing the speeds of motor vehicles reduces the incidence and severity of crashes. There is no need or justification for vehicle speeds greater than 40 km per hour on streets in the City of Sydney[3]. Ideally, speeds should be even lower, in line with speeds experienced in other global cities.

Pedestrian crossings are vital for safe and connected walking networks. Reducing waiting times for people walking makes it less likely people will risk crossing at unsafe times.

Separated cycleways improve rider safety and improve the overall efficiency of streets.

Many of the measures that we are pursuing for reasons of road safety (such as lower speed limits or pedestrian crossings) also make places better, attract high-quality growth and support access across the city.

2 https://profile.id.com.au/sydney/car ownership?WebID=10&BMID=10
3 This excludes the motorway and distributor network.

Strategy J
Shape the city around a networked public transport system

Principles

J1 We will advocate for better public transport, with a priority for Metro West to extend to Zetland by 2030.

J2 We will advocate for better public transport for Green Square, and better cross-regional transit connections.

J3 We will advocate to the NSW Government to look for opportunities to expand light rail, based on its proven popularity. Connections to Green Square, and along Broadway and Oxford Street, are the priorities.

J4 We will ensure residents and businesses in our area get their fair share of new services when capacity on Sydney Trains becomes available.

J5 We will work with Transport for NSW to improve the capacity and reliability of light rail and buses.

J6 We will support public transport route and network design that maximises sensible options for transfer, while maintaining important local connections.

Justification

Public transport underpins Sydney's global competitiveness because it provides access for workers, businesses, students and visitors to come to the City of Sydney or move around it. It is the only way of improving access to, from and within the growing City.

Buses are an important and sometimes undervalued part of the City's public transport system. The reliability of bus services needs to take precedence over the convenience of drivers of private vehicles.

The inner city needs continued investment in new metro lines and greater public transport capacity, especially for areas such as Green Square. Before the Covid-19 pandemic, nearly half the trains to the city centre exceeded capacity during the morning peak. Many bus routes had unreliable and crowded services, and travel times were often not competitive with car travel.

The quality of public transport provision is relatively poor for trips to parts of the City of Sydney other than the city centre. For example, Green Square is a rapidly growing residential and employment centre and needs better connections to places such as University of Sydney and University of New South Wales. Making public transport work better for people making these trips is the only way of improving access without worsening traffic congestion.

The NSW Government could expand light rail to build on the popularity of the Inner West and South East lines. The City has been advocating for light rail to Green Square for more than a decade, and has reserved the Eastern Transit Corridor to enable it (**Action 7**). Light rail can also be part of the revitalisation of Broadway (**Action 1**) and Oxford Street (**Action 3**).

Improving the quality and reach of public transport services will rely on high-quality transfers between services. Better cross-city connections with transfer hubs are a feature of most comparable cities. Inner Sydney could have fewer bus services running parallel to rail lines, and create more bus services connecting across rail lines – with transfers made almost seamless. Transfers should be encouraged where they make sense to system users, facilities should be easy to navigate, and waiting times minimised. Transfers should not incur additional costs for commuters. Local bus connections for groups, such as the elderly, should always be maintained.

Inner Sydney has a number of well-located interchange hubs. Sydney Metro is creating potential additional transfer hubs – Victoria Cross, Waterloo and Sydenham Stations in 2024; and Five Dock and Burwood North in 2030.

The NSW Government's Zero Emissions Bus commitment will also improve environmental performance on all bus corridors,

4. Targets and measures

Role of targets and measures

The targets and measures used in the Access Strategy have two main roles:

- To drive progress towards the vision and outcomes – the targets reflect the change the City aims to achieve
- To report progress, so that the community understands how well the City is implementing the strategy.

Transport targets from Sustainable Sydney 2030–2050: Continuing the Vision

Transport targets arising from Sustainable Sydney 2030–2050 are:

- By 2035, the local government area will achieve net-zero emissions
- By 2050, people will use public transport, walk or cycle to travel to and from work
  - 9 out of 10 people working in the city centre
  - 2 out of 3 people working in the rest of the Local Government Area
- By 2030, every resident will be around a 10-minute walk to what they need for daily life.

Transport-related measures from the Community Strategic Plan – Delivering Sustainable Sydney 2030-50

The Community Strategic Plan includes measures that the City will report progress against, including:

- Increase in new public domain space calculated per square metre on an annual basis, from acquisition, dedications and road space conversions
- Increase in length of separated cycleways throughout the Local Government Area calculated per metre on an annual basis
- Increase in walking in Local Government Area
- Increase in cycling in Local Government Area
- Kerb space in city centre allocated to deliveries, servicing and mobility parking.

5. Action Plan

The City's Action Plan is the key to implementing the Access Strategy in the short term.

The Action Plan comprises 17 projects, initiatives and programs to translate the Access Strategy into a set of actions to ensure that the City:

- makes immediate progress on creating a city for walking, cycling and public transport
- responds to the needs of the City's different areas and geographies
- capitalises on the issues where it has direct control and strengthens its advocacy and influence where it doesn't
- maximises delivery and value for money, recognising the City's limited funds
- looks for opportunities for additional funding for access and transport.

The actions are designed to implement Sustainable Sydney 2030–2050 by creating a city for walking, cycling and public transport. Actions are mapped against Sustainable Sydney 2030–2050 Outcomes and Transformative Project Ideas (see Figure 7). Some actions relate directly to Outcomes or Transformative Project Ideas, and some will have a more incidental (but beneficial) impact.

Over time, the City will update the Action Plan, as we implement priorities and as new opportunities or priorities emerge.

To provide the necessary context and information, each action has been described as follows:

- Description: a description of the action
- Background: the context, issues and opportunities that this action addresses
- Key enablers and next steps: the key enablers of the action and the next steps.

Figure 7. Summary of actions mapped against Outcomes and Transformative Project Ideas in Sustainable Sydney 2030-50

	Outcomes		
Access Strategy Actions	**Public Spaces**	**Public Transport**	**Walking**
1. Broadway - A Green Axis	✓	✓	✓
2. Park Street - Green Gateway	✓	✓	✓
3. Oxford and Flinders Streets - Green Gateways	✓	✓	✓
4. City Centre Place Improvement	✓		✓
5. Planning Metro Precincts	✓		✓
6. Metro West Extension		✓	
7. Connecting Green Square		✓	
8. A City for Walking	✓		✓
9. A City for Cycling	✓		
10. Moving Deliveries from the Kerbside	✓		✓
11. More control for local government over local streets	✓		✓
12. Funding Public Domain from Parking Space Levy	✓		✓
13. Reducing Impacts of Buses in the City Centre	✓		✓
14. Electrification of City Transport	✓	✓	✓
15. Reducing Vehicle Speeds			✓
16. Supporting Car Sharing	✓	✓	✓
17. Pricing to Achieve Equitable Outcomes	✓	✓	✓

Public Spaces

Street space is reallocated for people, places and planting

Public Transport

Most people use the high-capacity, rapid and frequent public transport network that connects the city and the metropolitan area

Walking

More people walk more, because walking is the most attractive and convenient choice for short trips in the local area

Alignment with Sustainable Sydney 2030–2050

	Outcomes		Transformative projects			
	Cycling	Freight	The Green City	City Space Improvement Program	Metro as Catalyst	Connecting Green Square
	●		●			
	●		●			
	●		●			
	●	●		●	M	
	●	●		●	M	
					M	●
						●
		●	●	●		
	●		●	●		
		●		●		
	●	●		●		
		●	●	●		
		●		●		
	●	●				●
	●		●	●		
	●					
	●	●				

Cycling

More people ride more, because it is an attractive, convenient and safe option for everyday transport.

Freight

Freight, servicing and parking will be managed to support the efficient functioning of the city while improving the amenity of city spaces

Figure 8. Location of key actions

The relationship of actions to the City's key locations, including major growth areas, is summarised below.

Figure 9. Broadway artist's impression

Source: City of Sydney internal investigations

Action #1: Broadway – A green axis for Tech Central, a city centre gateway

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. It would widen footpaths, introduce large trees and provide a bidirectional cycleway to enable the development of Tech Central, the future focal point of Sydney's innovation and technology community, made up of six neighbourhoods close to the centre of Sydney.

The transformation could be staged and would initially extend between Pitt Street at Central Station and Derwent Street, Glebe. It would retain sufficient capacity for vehicles to access the area around it.

The City's long-term vision for Broadway includes light rail. Footpath widening, cycleway and zero emissions buses should be implemented along Broadway now.

The City will need to work closely with NSW Government agencies who need to approve any changes to the current configuration of Broadway, and support with funding. The City envisages a staged approach, with the first move reallocating the street space enabled by the opening of WestConnex. The initial works can be delivered 'tactically' if necessary. This would allow the street reconfiguration to be installed rapidly in temporary materials while the NSW Government works with City of Sydney to go through the necessary design, approval and funding processes to construct the permanent infrastructure.

Background

The Tech Central Opportunity

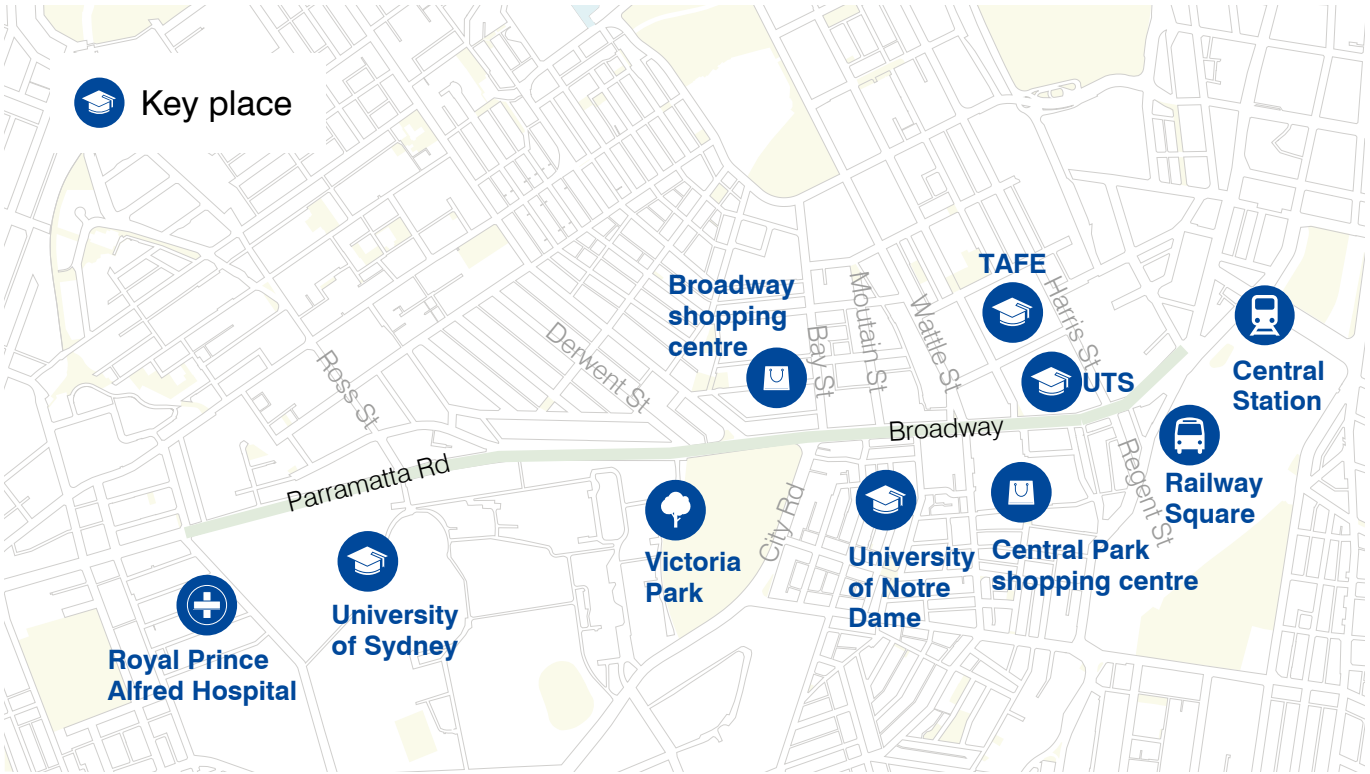
The NSW Government's vision for Tech Central promises to be one of the biggest innovation hubs in Australia. The green access spine can tie together Central Station precinct, UTS, Sydney University and University of Notre Dame. This will help to unlock the value of Tech Central: community, economy and property value.

Research into the needs of innovation areas indicates that world class innovation precincts need to be high quality places to attract global business and talent.

Broadway is the most identifiable of Tech Central's three axes. The improvement of Broadway will be necessary to ensure Tech Central is a world class innovation area. Improving the quality of the place along Broadway will be critical to creating the conditions to optimise investment and outcomes for Tech Central: access and public domain.

Photo: Tyrone Branigan / City of Sydney

Figure 10. Broadway Green Avenue – Economic drivers



Source: City of Sydney internal investigations

Reducing impacts of low-value through traffic

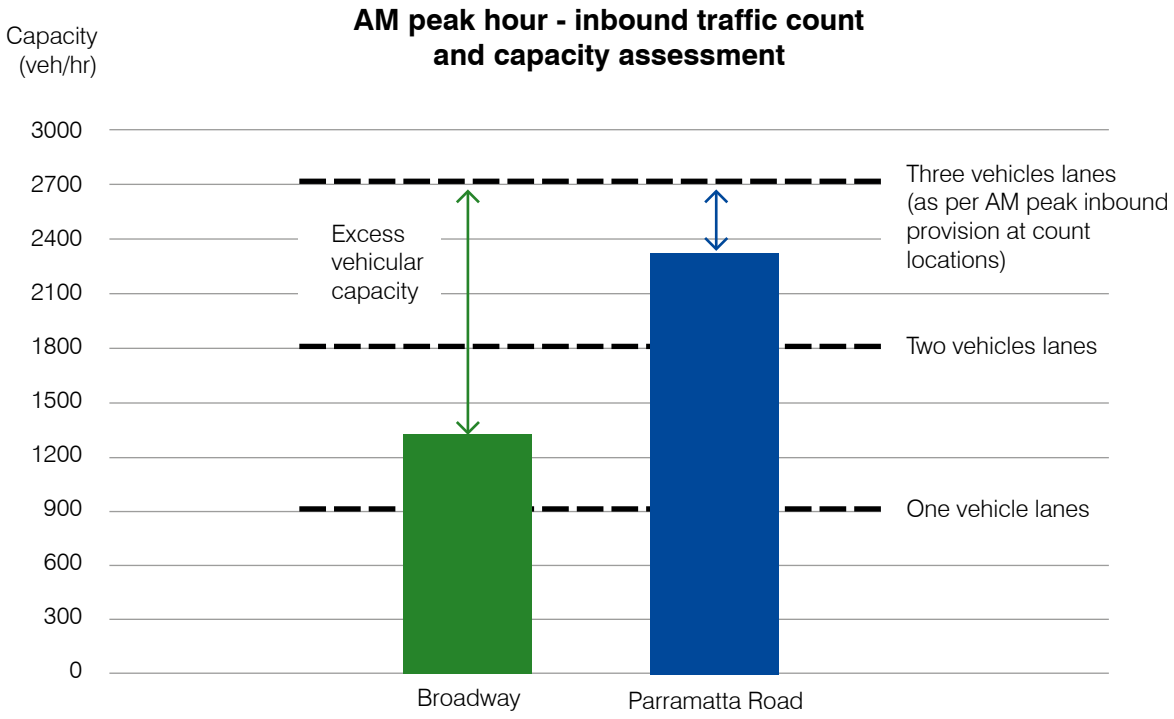
The Greater Sydney Commission's *Place Strategy* highlighted that through traffic and road design has created poor pedestrian amenity. It called for transport solutions tailored to the place, connecting the many innovation industry landholders along it, such as the University of Sydney, University of Technology Sydney, the University of Notre Dame and Royal Prince Alfred Hospital.

The NSW Government's *Tech Central Place-based Transport Strategy* (2021) highlighted the opportunities for reallocating street space on Broadway as early as 2023, in response to WestConnex. That Transport Strategy calls for more space for public transport (such as light rail), more space for people walking and for trees, and a separated cycleway.

Investigation shows that even before WestConnex Stage 3 opened, there was excess vehicle capacity along the length of Broadway, which is up to nine lanes wide (see Figure 11). Despite this, bus travel times are unreliable and footpaths are too narrow for activity levels because too much space is allocated to private vehicles, most of it through traffic. Broadway is also hard to cross with some large gaps between crossings, and signal phasing primarily aimed at allowing vehicle movement along Broadway. There is no safe cycleway despite the key role Broadway plays in connecting the city centre with major facilities and the inner west.

It is 20 years since the concept emerged of light rail along Broadway and Parramatta Road to reclaim the street space from any underground motorway. The corridor is one of the short list of priorities in the NSW Government's Sydney's Light Rail Future plan.

Figure 11. Excess vehicle capacity on Broadway



Source: City of Sydney internal investigations

Key enablers and next steps

Street space needs to be reallocated as soon as possible, now that WestConnex is open. The challenge is to avoid 'induced traffic' filling the street space freed up by the motorway tunnel. The City is working to achieve this commitment from the NSW Government, and to identify funding for necessary capital works (including initial tactical works).

A light rail system along the inner sections of Parramatta Road and Broadway should focus on reliability and connecting places within Tech Central to each other. There is no need to provide end-to-end very high speeds. Any system should be similar to the South East light rail, which operates smoothly and at lower speeds in the city centre, to provide connections while supporting the place.

The South East light rail operator has expressed its readiness to design, build, finance and construct a light rail along Parramatta Road/Broadway. Its contract with the NSW Government contains a mechanism to enable light rail expansion, which would still require NSW Government support and approval.

The City will continue to work with Transport for NSW to modify the operation of the transport network around Broadway. The City's view is that the opening of Sydenham Metro Station in 2024 can reduce the number of inner west buses that travel to and from the city centre. When Metro West opens in 2030, Burwood North and Five Dock Stations can reduce longer distance bus travel along the Parramatta Road corridor. Introduction of light rail would allow for bus network redesign that creates better connections for the community, while improving the places along the route.

Buses from Kingsgrove, Burwood and Leichhardt Depots operate along Broadway. These depots need to be upgraded as soon as possible, so they can accommodate a zero-emissions fleet to serve Broadway and other high-value places until light rail commences.

Universities and other major destinations such as Royal Prince Alfred Hospital or shopping centres can support the Green Avenue vision through public domain works. They should also ensure their campuses support connectivity for people walking and riding bikes through them, as well as to get to them as a destination.

Action #2: Park Street – A green gateway for the city centre, reconnecting Hyde Park

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. The project would establish Park Street, a key east–west axis, as a traffic-calmed avenue, freeing up street space for wider footpaths and tree planting. Access to Park Street will be limited to local traffic including service vehicles, buses and cyclists. Through traffic would be encouraged to use other bypass routes such as the Cross City Tunnel where appropriate.

The 'Green Avenue' project idea unites the northern and southern halves of Hyde Park, connecting and improving this iconic city centre open space for residents, workers and visitors. The project could be staged. It could start as a bus, cycle and pedestrian boulevard between College and Pitt Streets. This is needed by 2024 to provide the additional space for people using Gadigal Metro Station.

Street space reallocation can be delivered tactically if required. This would allow the street reconfiguration to be installed rapidly in temporary materials while the NSW Government worked with City of Sydney to go through the necessary design, approval and funding processes to construct the permanent infrastructure.

Extension of this project further west to Clarence Street needs further investigation to ensure access is retained for all precincts.

Background

The NSW Government is delivering the Sydney Metro City & Southwest project by 2024. Gadigal Metro Station will generate large numbers of trips to and from the city centre. There will also be a major interchange between the Sydney Metro and Sydney Trains at Town Hall Station and light rail on George Street.

Park Street Concept
Source: Sustainable Sydney 2030-50. Concept by Bates Smart & Matthew Pullinger

Park Street already contains significant space to support bus priority. However, through traffic uses Park and Druitt Streets to drive through the heart of the city centre to access the Western Distributor and Anzac Bridge. These vehicles are not accessing places and businesses, and impact rather than support the city centre economy.

Fewer motor vehicles in the city centre will provide a safer environment for people, particularly people walking and cycling, and will reduce noise and air pollution in places where people spend time throughout the day. The project provides more space for trees and plantings to mitigate heat in an area that serves many people.

Key enablers and next steps

The key imperative is to reallocate more street space around Gadigal Metro Station by 2024. The Cross City Tunnel already provides a fast and direct bypass under this area for many trips. Encouraging through traffic to use alternative routes or modes allows greater flexibility in the way we design and use city centre streets.

The City will continue to work with Transport for NSW to modify the operation of the transport network around Park Street. This will be a critical enabler of this action and the City will advocate for:

- Prioritising the Cross City Tunnel and Eastern Distributor as routes for through traffic to bypass the area where appropriate
- Encouraging bus passengers to make interchanges at Edgecliff to the Eastern Suburbs Railway, which provides rapid, frequent rail services, with ample spare capacity
- Prioritising electrification of buses running along Park Street that operate from several depots, including Bondi Junction, which should be a priority for upgrading to service electric buses
- Modifying signal phasing to reduce delays to people crossing the road and prioritising movement of people walking more generally
- Reducing the speed limit to 30km/h to improve safety and align with the limit on Druitt Street.

Oxford Street Concept
Source: Sustainable Sydney 2030-50. Concept by JMD Design

Action #3: Oxford and Flinders Streets – A green gateway supporting culture

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. The project would establish a 'Green Avenue' along Oxford Street between the city centre and Centennial Park, and Flinders Street by reclaiming street space for trees, people and economic activity. The project aims to calm road traffic and create more space for entertainment, dining and other activities, as well as space for more trees to reduce the impacts of heat.

The initial element is a cycleway on the northern side of Oxford Street between the city centre and Flinders Street. The NSW Government supports this cycleway and is contributing funding. The cycleway design supports bus operations and maintains vehicle access for buildings, especially for loading and servicing. The cycleway will connect to the existing Liverpool Street and College Street cycleway at the western end. The NSW Government will build a cycleway on Oxford Street east, between Flinders Street and Centennial Park. The City is working with the NSW Government to develop a cycleway on Flinders Street.

Over time, the City will look to increase space for people walking and spending time on Oxford Street. This will primarily be on the southern side of Oxford Street, between the city centre and Flinders Street. The City's initial investigations indicate footpaths can eventually be widened, providing space for people and plantings.

The City supports the potential introduction of light rail along Oxford Street to Bondi Junction. Light rail is the best mode to connect people to the places along Oxford Street, while contributing to higher quality places.

Background

This action supports the economy by creating a great place in which the arts and culture economy can operate. The City has developed planning proposals for Oxford Street to strengthen its role in the culture and entertainment industries. The proposals facilitate the provision of floor space for cultural and creative purposes in the Oxford Street cultural and creative precinct to:

- encourage the cultural and creative, entertainment, education, commercial and tourism sectors and associated industries in the precinct
- support the existing cluster of creative uses in the area, anchored by the educational facilities in the area consistent with District Plan actions for the Harbour CBD
- enhance the local area's cultural and night-time offering including supporting Oxford Street's role in the Eastern Creative Precinct and Harbour CBD
- prevent the loss of arts, cultural and creative floor space in the precinct.

Oxford Street must improve to support Sydney's economic and cultural recovery from the Covid-19 pandemic. There is too much street space allocated to private vehicles – Oxford Street is up to seven lanes wide. Because it is currently a major bus corridor, traffic management prioritises east–west movement, including by private vehicles, including trips more suited to the purpose-built Cross City Tunnel. Crossing opportunities for people walking are infrequent and wait times can be too high. Introducing light rail can help address this problem, as services are more reliable and predictable.

There is not enough space for people walking or riding bikes, and the street environment is not conducive to cultural activity. There are not enough plantings to cool off the area and encourage people to walk or ride, or to spend time on the street.

Oxford Street is already a well-used cycle route between the city centre and the eastern and south eastern areas of inner Sydney, and it is well-placed to attract more people to ride between Bondi Junction and the city centre. A separated cycleway here would fill major gaps in the regional cycleway, connecting to existing routes such as Bourke Street (Woolloomooloo to Mascot). The design of the cycleway will ensure safe cycling but should also allow the Mardi Gras Parade to operate along Oxford Street.

Key enablers and next steps

The City will commence construction of the Oxford Street (west) cycleway project in late 2023. The City will continue to work with Transport for NSW to modify the operation of the transport network that surrounds Oxford Street. This will be a critical enabler of this action and the City will advocate for:

- Prioritising the Cross City Tunnel and Eastern Distributor as routes for through traffic to bypass the area where appropriate
- Encouraging bus passengers to interchange at Bondi Junction to the Eastern Suburbs Railway, which provides rapid, frequent rail services, with ample spare capacity, and to a new light rail system to access locations along Oxford Street
- Prioritising electrification of buses running along Oxford Street, until light rail commences. To enable this, Bondi Junction and Randwick Depots are priorities for immediate upgrade
- Modifying signal phasing to reduce delays to people crossing the road and prioritising movement of people walking more generally.

Pitt Street Concept
Source: Sustainable Sydney 2030-50. Concept by HASSALL

Action #4: City centre place improvements – from vehicles to people

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. The project comprises a program of street modification to reallocate space from vehicles to public places, plantings and to people to walk, linger and enjoy places.
The program will include:

- Footpath widening – localised in places of high activity such as busy intersections and crossing points
- Footpath widening – along whole blocks or streets to encourage more street activation and economic activity
- Adding street trees, planted verges or water-sensitive urban design in roadways, with or without footpath widening.

Pitt Street current
Source: Sustainable Sydney 2030-50

The program will comprise a prioritised, staged and budgeted set of interventions to be gradually rolled out through a process of community and stakeholder engagement. The City will update Public Domain Plans, to ensure that new development in the city centre contributes to the creation of more and better spaces. The City has the following public domain plans:

- City North Public Domain Plan
- Chinatown Public Domain Plan
- Haymarket Public Domain Plan
- City South Public Domain Plan
- Town Hall Precinct Public Domain Plan
- Harbour Village North Public Domain Plan

Background

We need to accommodate the city centre's projected future growth, with an additional 100,000 jobs by 2036 (as outlined in the Central Sydney Planning Strategy).

Future Sydney Metro stations will create new 'hotspots' of activity by people for most of the day. In 2024, Barangaroo, Martin Place, Gadigal Metro Station and Central Stations will open and Metro West Hunter Street Station will open in 2030.

To accommodate growth as well as improve the quality and economic competitiveness of the city centre, we need to prioritise access to, from and within the city centre by public transport, walking and cycling. We need to prioritise street space to the majority of users – people walking – while maintaining vehicle access for public transport, service, delivery and point-to-point vehicles.

Walking is the dominant mode of travel within the city centre, making up 92 per cent of trips. Delays at traffic signals to people walking are significant.

Many city centre streets have excessive numbers of traffic lanes. Much of the kerb is allocated to traffic storage, loading and servicing, and transport operations including bus stops, layovers and taxi zones. The significant reallocation of this space can provide more space for public domain, wider footpaths, trees, outdoor dining and cycleways where appropriate.

In the 10 years preceding light rail on George Street, all growth in travel to and from the city centre was by public transport, bike and walking (car trips stayed static). In the years following the closure of George Street to construct the light rail, vehicle trips further reduced by almost 20 per cent.

We will maintain access for construction, and for businesses to access goods and services. People will still be able to drive to and from the city centre, but their needs will be prioritised below other road users. Generally, streets will remain open to traffic but will have wider footpaths and fewer traffic lanes. Some streets will have separated cycleways.

Key enablers and next steps

The City will continue to work with Transport for NSW to modify the operation of the city centre transport system to enable the reallocation of street space from vehicles to people, places and plantings. This will be a critical enabler of this action. The City will advocate for:

- Prioritising the Cross City Tunnel and Eastern Distributor as routes for through traffic to bypass the city centre where appropriate
- Ensuring that WestConnex and the Western Harbour Tunnel result in fewer vehicles driving in the city centre
- Leveraging Sydney Metro, with interchanges available at new locations such as Waterloo and Sydenham, Five Dock, and Burwood North – potentially allowing the reduction of the number of buses serving the city centre
- Reducing bus layover through more through-routing and better levels of bus priority on corridors leading to the city centre (**Action #13**)
- Reducing vehicle speeds
- Advocating for reforms to Traffic Committee processes to prioritise this program
- Working with stakeholders and businesses to better understand the nexus between better spaces and economic performance
- Accelerating the transition of key vehicle fleets to electric.

Action #5: Plan Sydney Metro precincts to improve the public domain and increase space for people

Description

This action overlaps with **Action #4**. It comprises precinct planning focused on committed future Sydney Metro stations in the city centre and Pyrmont. The aim of this planning is to provide more space for Sydney Metro customers by reallocating street space from vehicles. It will result in modifications to streets including:

- Footpath widening – localised in places of high activity such as busy intersections and crossing points
- Footpath widening – along whole blocks or streets to encourage more street activation and economic activity
- Adding street trees and appropriate street furniture.

Around Metro West Hunter Street, a key initiative to contribute to this transformation that is overdue is the further permanent pedestrianisation of George Street, from Hunter Street to Circular Quay. This would complete Jan Gehl's concept of a pedestrian spine linking three squares.

Potential initiatives include:

- Additional pedestrian crossings
- Pedestrianising Loftus and Spring Streets in the city centre
- Reducing traffic lanes on sections of Pyrmont Bridge Road in Pyrmont
- Removing unnecessary bus layover
- Closing a section of Hunter Street for construction, then making closure permanent.

Public domain works agreed in the development process will contribute to this plan. The City will ensure access is maintained for construction.

Background

To accommodate growth as well as improve the quality and economic competitiveness of the city centre, we need to prioritise access to, from and within the city centre by public transport, walking and cycling. We need to prioritise street space to the majority of users – people walking – while maintaining vehicle access for public transport, service, delivery and point-to-point vehicles.

We need to accommodate the city centre's projected future growth, with an additional 100,000 jobs by 2036 as outlined in the Central Sydney Planning Strategy (including the four new tower clusters. Pyrmont will also continue to grow, with up to 23,000 new jobs and 4,000 new dwellings.

Completing the pedestrianisation of George Street (from Hunter Street to Alfred Street) will extend the benefits of road space reallocation into the northernmost sections of the city centre. This can create a template for further reallocation associated with the Sydney Metro.

The City shares the NSW Government's vision for reimagining the area around the Hunter Street Station. Major development is already in the pipeline. This station will be both the initial Metro West terminus and the only city centre station. The use of the station will therefore extend far beyond the normal range of a city centre rail station with many people walking to and from it.

Key enablers and next steps

The City has undertaken preliminary analysis of access requirements in the Hunter Street precinct, as part of updating its City North Public Domain Plan. This work is imperative to support the significant number of development applications in the precinct, which are the early stages of a tower cluster identified in the Central Sydney Planning Strategy.

The City is working with Sydney Metro and Transport for NSW to agree on future street operations and public domain opportunities prior to starting construction of the Sydney Metro stations. The City will continue to work with Transport for NSW to modify the operation of the city centre transport system to enable the reallocation of street space from vehicles to people, places and plantings. This will be a critical enabler of this action. The City will advocate for:

- Ensuring that WestConnex and the Western Harbour Tunnel result in a decrease of vehicles driving in the city centre and Pyrmont
- Leveraging Sydney Metro, with interchanges available at new locations such as Waterloo, Sydenham, Five Dock, and Burwood North – potentially allowing the reduction of the number of buses serving the city centre
- Reducing bus layover through more through-routing and better levels of bus priority on corridors leading to the city centre (Action #13)
- Improving walking routes to Pyrmont Station
- Developing the cycle network to and within Pyrmont
- Reducing vehicle speeds.

Action #6: Metro as a catalyst – bringing forward the Metro West extension

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. It incorporates City advocacy for the NSW Government to bring forward the extension of Metro West to Zetland from 2041 to 2030.

The NSW Government is building Metro West between Sydney's city centre and Parramatta through the Bays Precinct and Pyrmont. This line will open by 2030. The Government is planning an extension of Metro West to Zetland in Green Square and Randwick for 2041. Given the current transport capacity constraints in Green Square and planned growth across our area, the City of Sydney wants the NSW Government to bring this extension forward to 2030.

Based on the NSW Government's South East Sydney and Tech Central Transport Strategies, the proposed extension of Metro West to the southeast could have stations at:

- Central, serving University of Technology Sydney and the University of Notre Dame, and the new innovation developments at Tech Central near Central Station, such as Atlassian
- Camperdown, serving University of Sydney and Royal Prince Alfred Hospital
- Zetland, serving one of Australia's largest and most dense resident and employment urban renewal areas
- Randwick, serving the University of New South Wales and Royal Prince Alfred Hospital.

The City's priorities for new stations on the Metro West extension by 2030 are Zetland and Central.

Background

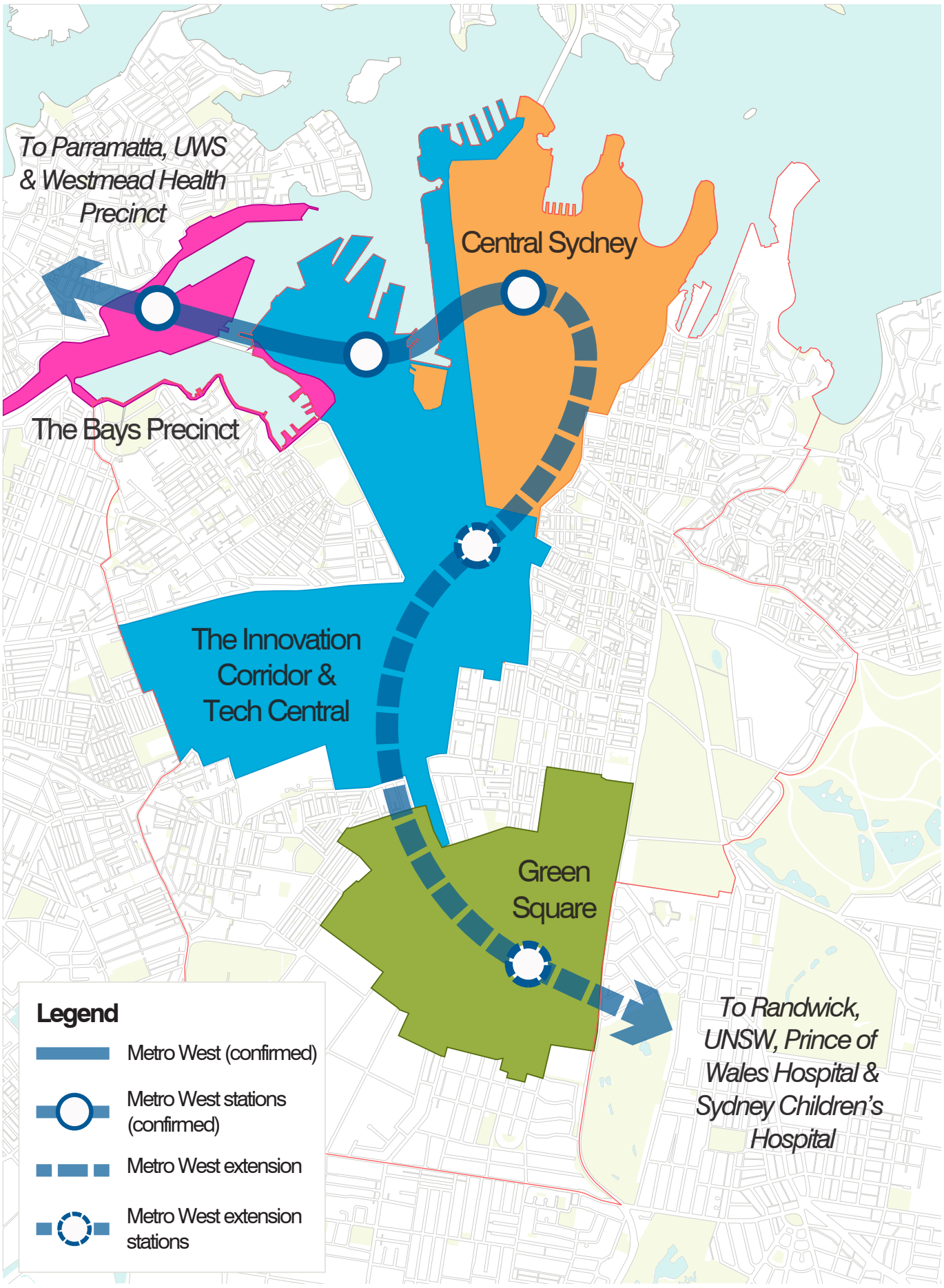
The NSW Government is planning numerous innovation precincts on the periphery of the city centre, such as Tech Central, Pyrmont/Bays Precinct and Randwick. Extending Metro West is the best way to link current and future innovation, knowledge and employment locations:

- to each other
- to the city centre
- to Zetland (Green Square)
- to other centres across metropolitan Sydney.

The extension of Metro West to at least Randwick will supercharge the productivity gains of Sydney's metro network through this century. The sooner it is built, the sooner the economic benefits to Great Sydney accrue.

The extension would improve cross-regional public transport connections, reducing car use. More people catching Sydney Metro from more locations will mean fewer trips by cars and buses, which will improve safety and create more space on streets for people. Well-located metro stations will allow people to interchange with buses for better overall trip experiences. This will contribute to fewer buses along streets such as Broadway.

Extending Sydney Metro to Zetland Station in Green Square will address the need and opportunity for connections in the City's south and south-east. Transport in and around Green Square is increasingly under pressure. Green Square is one of Australia's largest urban renewal areas, with currently more than 30,000 residents out of 61,000 residents and 22,000 workers by 2030. There is significant congestion on roads, buses and trains at peak times and there will be greater pressure on roads and public transport as the population and employment increases.



Metro West extension concept (indicative only)
Source: Sustainable Sydney 2030-50

Photo: Asad Rajbhoy / City of Sydney

The need for public transport improvements in the corridor between the city centre and South Sydney including Green Square is an identified national priority on the Australian National Infrastructure Priority List and was proposed by the NSW Government proposed the initiative.

With Green Square scheduled to be fully developed by 2030-35, that is the timeframe in which Sydney Metro needs to operate. Surface transport solutions, including those outlined in Action #7: Connecting Green Square, cannot reasonably cope with the long-term transport and access demands of the resident and worker populations.

The Sydney Metro Central station would provide a focal interchange to the metropolitan public transport networks. A Metro West station would also further support the significant redevelopment occurring in the Central Station precinct.

The City's indicative estimates identify the highly competitive travel times associated with Sydney Metro, as shown in Figure 12.

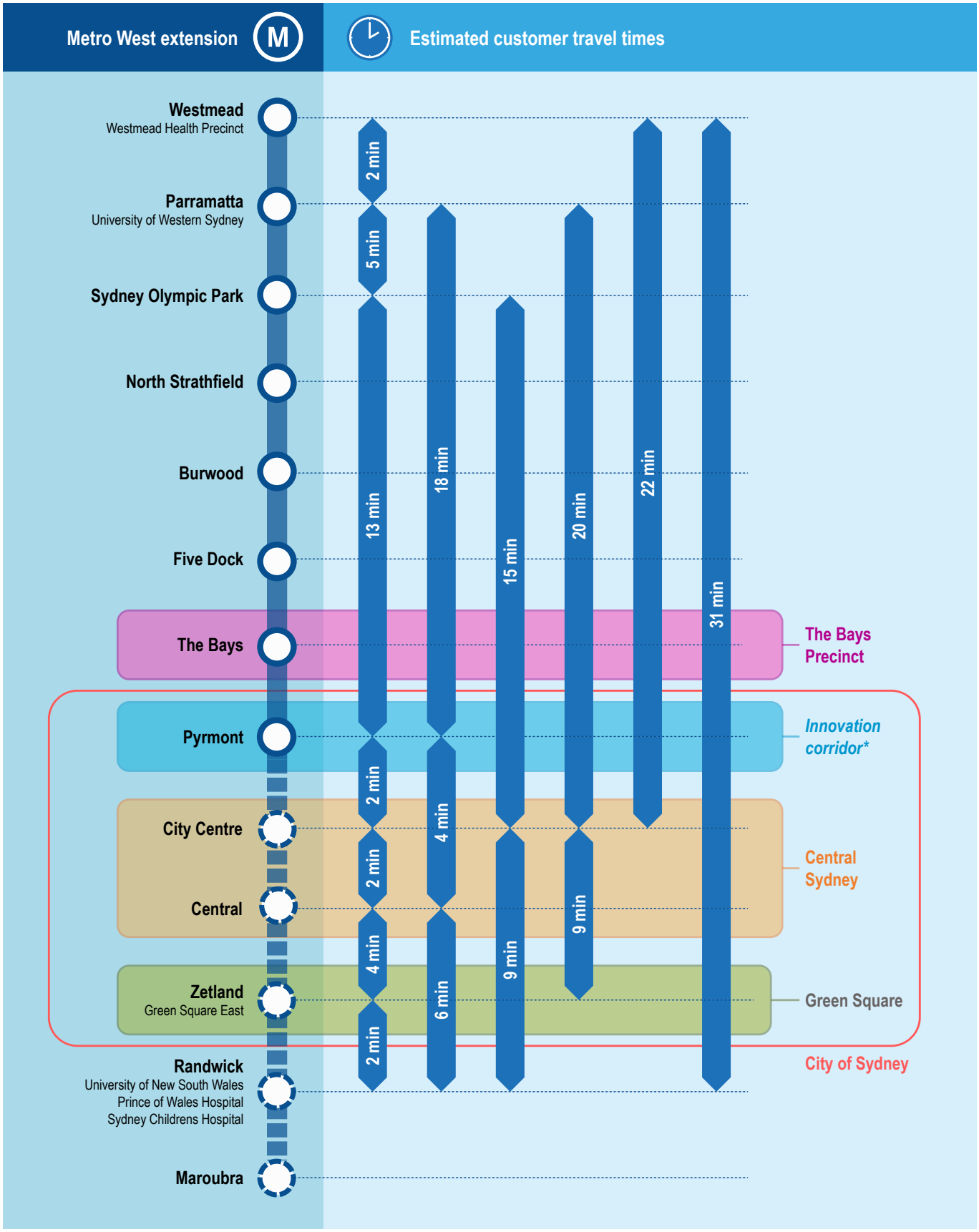
Key enablers and next steps

The NSW Government is investigating options for potential stations on the Metro West extension. This work is informing a broader Metro review in 2023. The City will support this work with analysis and insight, to secure the right amount and location of stations on the extension. The City will continue to advocate for the extension to be delivered by 2030.

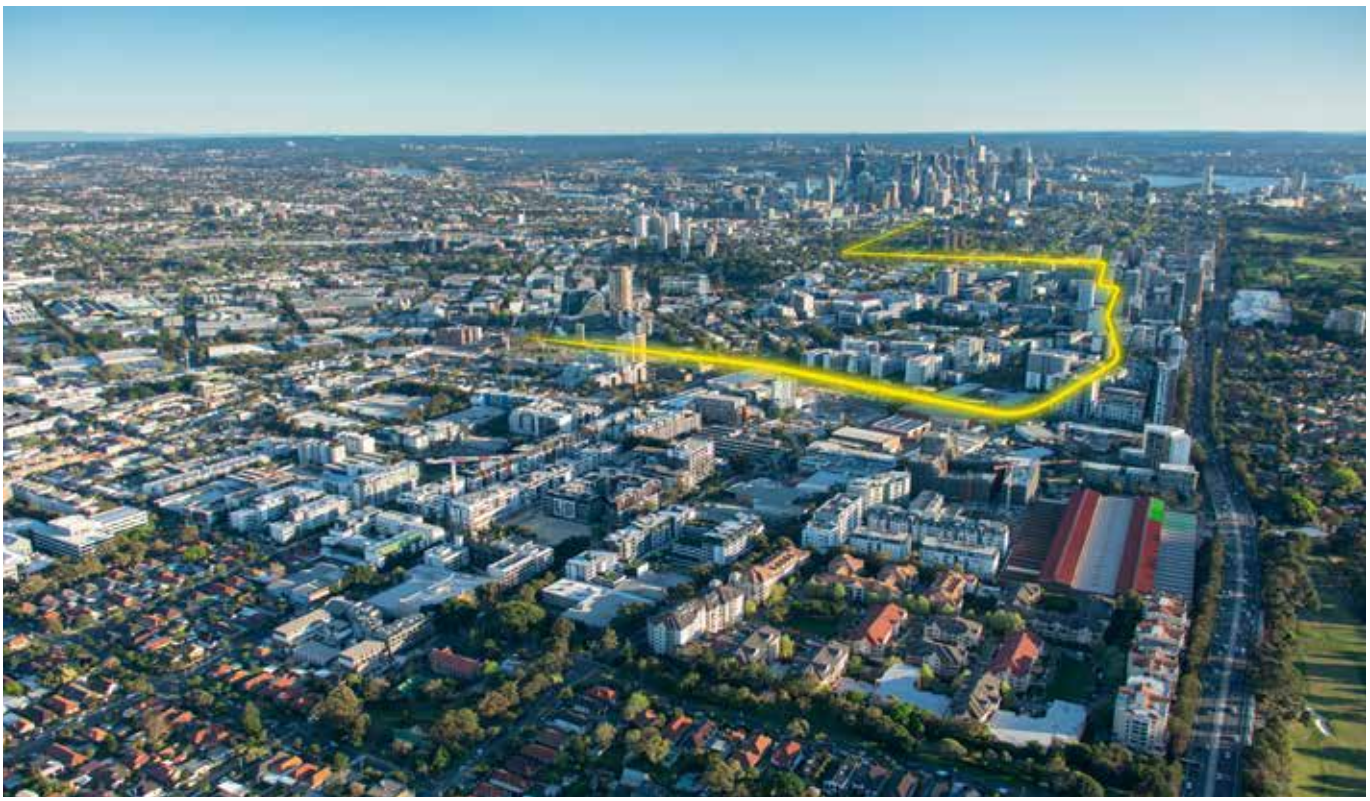
Source: City of Sydney

Action #7 includes short-term actions including a light rail to Green Square in the Eastern Transit Corridor. This would supplement the eventual extension of Sydney Metro to Zetland.

Figure 12. Indicative travel times between future Metro West stations



Source: Sustainable Sydney 2030-50



Eastern Transit Corridor and the city centre
Source: Sustainable Sydney 2030-50

Action #7: Connecting Green Square

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. It focuses on better public transport connecting Green Square to the city centre and to other key precincts in and around the City of Sydney. It complements Action #6: Metro as a catalyst.

It includes a dedicated surface transit option between Green Square and the city centre. This would take advantage of the Eastern Transit Corridor, a surface transport corridor linking Green Square town centre and its rail station to a future metro station in Zetland and then toward the city centre. The City worked with developers over a long period of time to create this corridor. The Corridor can support light rail. Zero-emission bus services should be provided immediately, as an interim measure. The City's proposal for a zero-emission bus line, "304Z", is discussed below.

Background

Green Square is one of Australia's largest urban renewal areas and a priority location for jobs and services. By 2030, it will be home to some 61,000 people and host 22,000 workers. Located between two of Australia's major universities, Green Square is close to the emerging innovation and health precincts at Camperdown and Randwick, and only a few kilometres from the city centre and Sydney Airport.

Current public transport connections to these locations can be unreliable and slow. Buses are often overcrowded and operate at very slow speeds through Green Square.

The City has advocated for light rail to Green Square for more than a decade.

The City has worked with the NSW Government on short-term public transport, walking and cycling improvements as part of the Green Square and Waterloo Transport Action Plan. Such improvements do not represent long-term solutions to the issues in Green Square. The NSW Government's South East Sydney Transport Strategy does include longer-term ideas, such as extending Metro West by 2041 (discussed in Action #6).

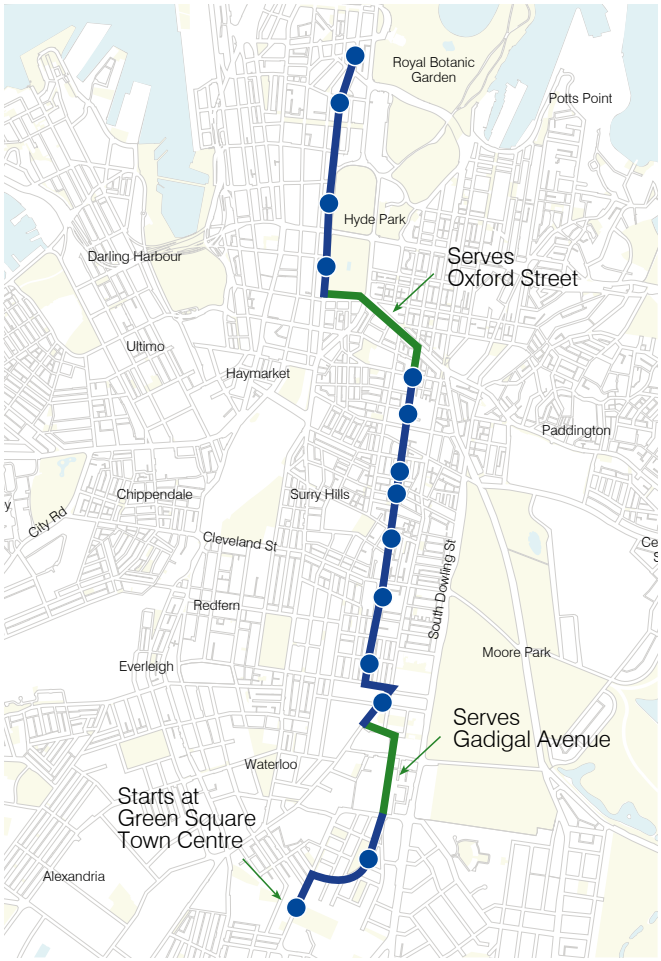
Key enablers and next steps

The City will continue to advocate to the NSW Government for light rail between the city centre and Green Square.

The South East light rail operatorail, has expressed its readiness to design, build, finance and construct a light rail from Central to Green Square. Its contract with the NSW Government contains a mechanism to enable light rail expansion, which would still require NSW Government support and approval.

Another immediate priority should be a dedicated zero-emissions bus service. This is the "304Z" concept, building on the existing 304 bus line route between Green Square and the city centre, connecting to the city centre along Oxford Street.

Figure 13. Proposed route for 304Z bus concept



Source: City of Sydney internal investigations

The City has adopted a position of net-zero emissions by 2035. It therefore strongly supports the commitments by the NSW Government to 100 per cent zero-emission buses in Greater Sydney by 2035. The priority for these buses should be high-frequency routes serving high-density housing or jobs and vibrant main streets.

The 304 bus line through Green Square and Surry Hills is the best option for a first move to zero-emission buses because it operates a dedicated route serving very dense and vibrant areas between Green Square and the city centre. The 304 bus provides the bulk of services along most of its route outside the city centre and is unlikely to change when Waterloo Metro opens. The proposed route for the 304Z is shown in Figure 12.

Action #8: A city for walking

Description

We will deliver priority programs of localised interventions to make walking safer, easier and more convenient. How we achieve this is set out in the City's Walking Strategy and Action Plan and will include:

- Continuing our existing programs of tree planting, lighting, traffic calming and footpath widenings
- Increased crossing opportunities
- Working with TfNSW to implement 30km/h speed limits in high pedestrian areas and reduce wait times at signals for people walking
- Developing guidance for making our city more walkable, including child-friendly streets, designing for people with disability and minimising construction impacts
- Reduced vehicle speeds and reduced through traffic along main streets and in local neighbourhoods

These will be in addition to and will support Actions #1 to #4.

We will promote walking through walking tours, maps, apps, webpages and events, and work with local schools to encourage more kids to walk to school.

Background

Walking is sustainable, space efficient, low emission and low cost. Walking helps to facilitate community by enabling people to interact and spend time with each other in formal and informal ways. It is also a well-utilised form of recreation and brings mental and physical health benefits.

The quality of our walking environment is important for maintaining global competitiveness and reputation. Walking is how people experience our city. Our streets and public spaces are the face we show the world.

The key approaches to boosting walking are:

– Make walking quick, convenient and easy
– Make walking inviting and interesting
– Make walking safe and comfortable
– Create a strong walking culture.

People walking in our area experience delays, unnecessary detours, cluttered and congested footpaths, heat, and noise and air pollution. People walking are forced to wait too long at traffic signals, resulting in lost productivity

There is not enough space for people walking. Within the city centre, most people walk: around 94 per cent of all trips in the city centre are by foot. However, people walking only have only one third of the street space.

To support people walking more, we must ensure walking is no longer the “forgotten mode” in transport planning and operations. In the decade before Covid, walking in the city centre increased by around 30 per cent. Increases were even higher in key locations like Pitt and Market Streets and during the evening. Street space reallocation around sites like the new Metro stations will be essential to support these new walking hotspots. We will continue to introduce innovative methods to count people walking, so they are considered in planning and road space reallocation.

The number of people walking on George Street is comparable with the number of vehicles on the Western Distributor, and significantly more than the Cahill Expressway and Eastern Distributor combined.

Key enablers and next steps

A key early move is to reduce crossing delays for people walking, especially in the city centre and key precincts such as Oxford Street and Broadway. Many signals now operate on a 90-second cycle, with the NSW Government reducing them from even longer cycle times with no noticeable impact on public transport or general traffic. Reducing them to 60 seconds or less will activate the streets and help create better places.

The City also wants to ensure that access and transport systems are in alignment with NSW Government objectives that support a better deal for people walking. The City is therefore advocating to the NSW Government to review the Sydney Coordinated Adaptive Traffic System (SCATS). This was first developed and applied in Sydney in the 1970s. The system’s primary role is to manage in real time the timing of signal phases at traffic signals. While the system is relatively successful in minimising delays for vehicles, it does not necessarily optimise the efficiency of movement for people, goods and services SCATS system.

Further detail on how we will create a city for walking can be found in the updated strategy, A city for Walking: Strategy and Action Plan.

Action #9: A city for cycling

Description

To help create a city for walking, cycling and public transport, we will further accelerate the rollout of cycleways and safe cycling connections as outlined in the City's *Cycling Strategy* and *Action Plan*. Over the next five years, we will deliver cycleways, including on Castlereagh Street in the city centre, on Liverpool and Oxford Streets to Taylor Square, and cross-regional links such as Glebe to Surry Hills and on O'Dea Avenue.

The City will support the cycleway network expansion with actions including:

- Advocacy for reduced vehicle speeds, which makes it safer to ride on all streets
- Advocacy for vehicle driver education to create a better culture of people sharing the road, helping improve bicycle rider safety, which should be supported by appropriate NSW Police enforcement
- Location-specific programs to support more people to ride.

Background

Creating a city for cycling creates many of the similar economic, environmental, health and social benefits to those arising from creating a city for walking. Riding bikes is a sustainable and space-efficient transport option. For short trips, it can reduce car use and its impacts. Bicycle riding is also increasing for longer trips, including across the City of Sydney, aided by the significant uptake of e-bikes. These trips reduce car use and can also create more capacity on public transport for people unable to ride.

The City will invest $69.4 million over the next four years to keep building the cycle network. The City has built over half of the regional bike network, with 25 kilometres of separated cycleways.

To support more people riding to more places, we need a more comprehensive network of separated cycleways. There is insufficient space provided on many important streets. Despite the significant and ongoing investment in separated cycleways, there are major gaps in the City of Sydney network, and in connections to nearby areas such as Randwick.

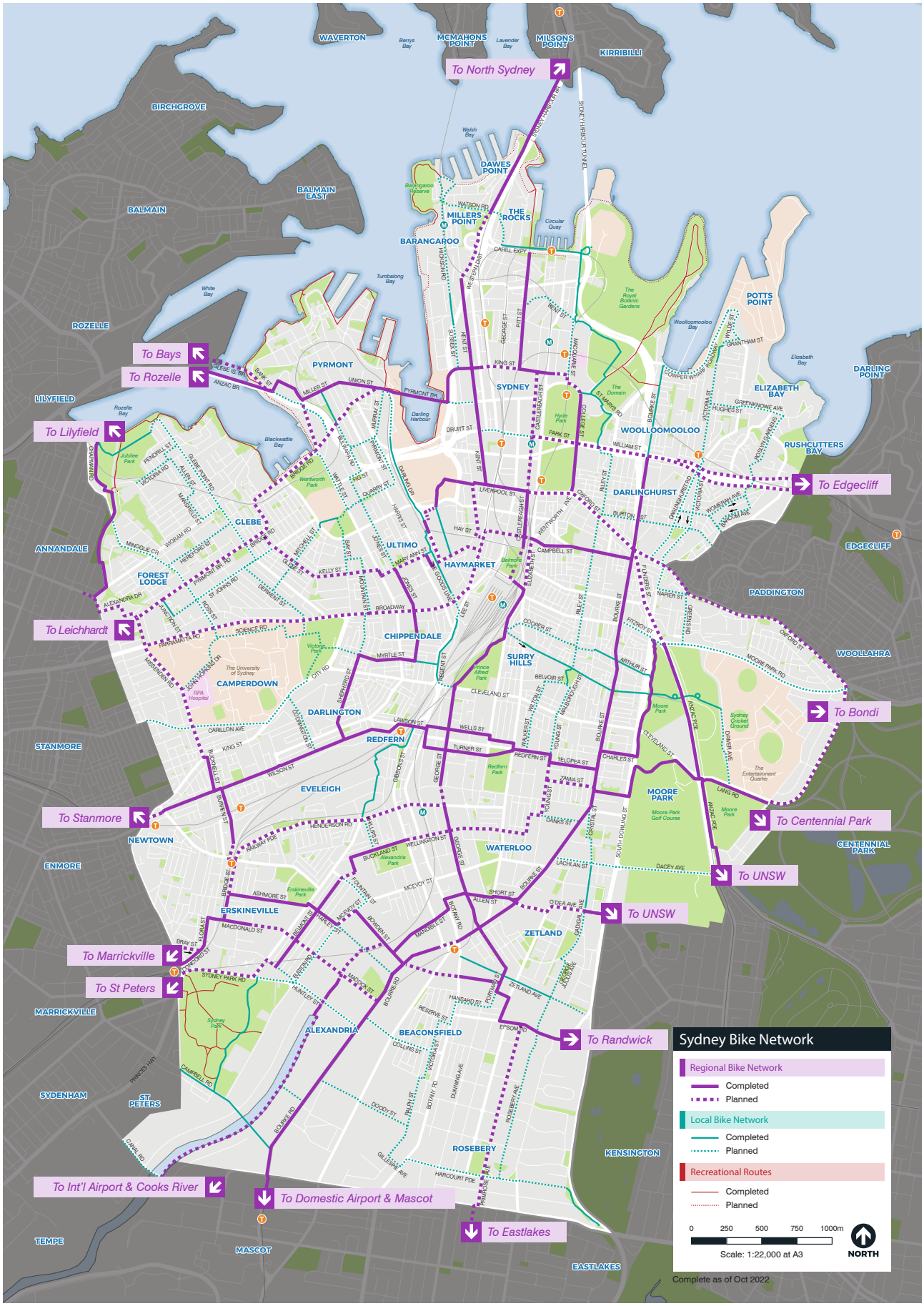
Having more people ride bicycles for more trips is a key strategy to keep people connected, and a major strategy to reduce the transport sector's carbon emissions. For these reasons, most comparable global cities are investing heavily to accelerate the development of cycling networks. Sydney needs to keep pace with other global cities.

Key enablers and next steps

Other actions in this Action Plan help create a city for cycling, for example those that reallocate street space, including for cycling. Reduction of vehicle speeds on streets in and around the City of Sydney is critical to making riding safer and more attractive for people. Even though the NSW Government has worked with the City to reduce vehicle speeds and improve motor vehicle driver behaviour towards people on bikes, there is still more to be done to create a culture where people drive in a way that respects the safety of everyone.

The delivery of separated cycleways can be accelerated if the NSW Government can provide a larger and more reliable pipeline of funding, as this assists the City to maximise the efficiency of its rollout. Separated cycleways will also benefit from swifter design and approval processes (while ensuring quality and safety), especially around traffic signal plans. And making space for separated cycleways through road space reallocation (working between the kerbs rather than impacting on drainage and footpaths) reduces cost, complexity and delivery time.

Figure 14. City bike network (2022 update)



Source: City of Sydney

Action #10: Moving kerbside deliveries off-street over time

Description

This strategy recognises the importance of efficient and timely freight and deliveries in the City. It plans to increase off-street loading capacity to enable a progressive reduction of on-street loading in nearby streets, using the kerb space for other purposes while ensuring businesses retain access for their freight and servicing needs.

The City will aim to transition the bulk of on-street loading and servicing activities to off-street facilities in the city centre over the next 20 years. This will free up the kerbside lane for higher-value uses such as wider footpaths, cycleways and tree plantings.

A key way to achieve this is through the development of publicly accessible off-street loading and servicing hubs. Hubs could be delivered within private developments, shared between surrounding properties, or be commercial public facilities, similar to existing car parks. Figure 15 illustrates the concepts behind the hub system compared with the current on-street system.

To support this transition, the NSW Government should explore options that increase the efficiency of any kerb loading zones, such as booking systems and potential premium offers.

Background

Space on city streets is needed for activities that cannot occur in buildings such as walking, cycling, spending time and outdoor dining and essential vehicle movements. There must be space for public life, trees and plantings.

Freight and servicing have a major footprint in the city centre. Much of the kerbside in the city centre during the day is for loading or servicing vehicles. These sites are free to use and available for up to 30 minutes at a time. The City's research indicates that in some locations, vehicles including those belonging to tradespersons can illegally occupy the spaces for long periods of the day.

Access to kerbside space is uncertain as there is no booking system. Freight vehicles circulate looking for free spaces, often at key times for people walking and spending time in the city – especially at lunch and peak periods when they are walking to train stations and bus stops.

The current freight system will not cope with the planned growth, with 100,000 new city centre jobs, and each person generating more freight. The scale of growth in freight and servicing activity requires that we look at how we manage, plan for and provide space for these activities now and looking forward for the next 20 years.

The planning system is a key tool in managing freight. Nearly all new developments will provide for their loading and servicing needs on-site through off-street loading and servicing facilities.

For other buildings, we need a different solution: public off-street loading hubs in new buildings. These could be used by nearby heritage buildings, small sites or areas where new vehicle access is not desirable because of the public domain impacts and high numbers of people walking.

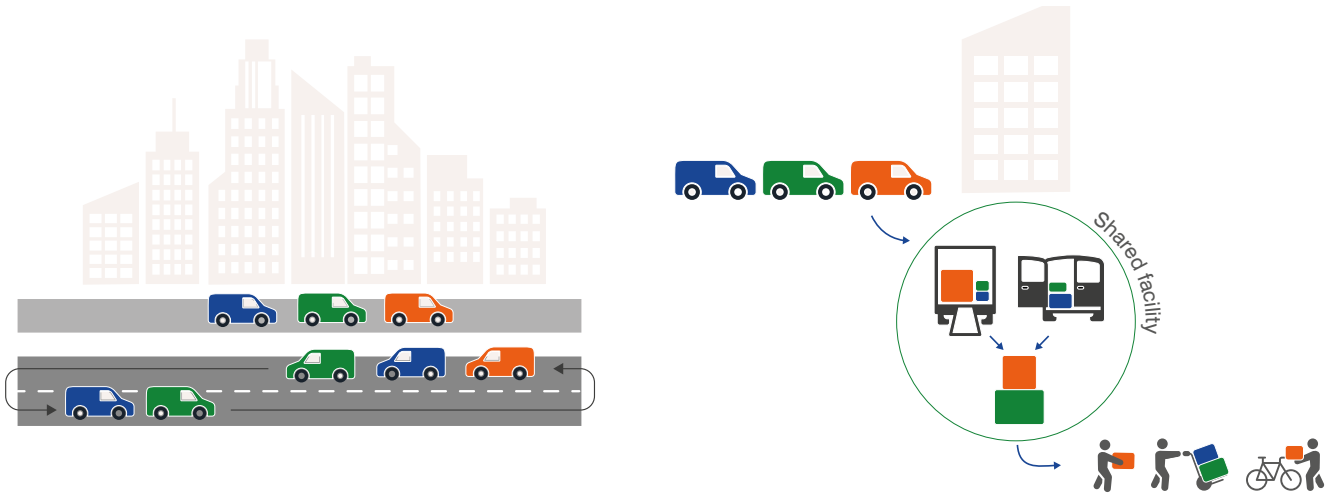
Well-located shared public loading hubs would create the opportunity to shift from vehicles to lower impact options for the "last mile" (the last leg of the journey), such as shifting goods from vehicles to trollies and walking them to their final destination, or shifting goods to electric and other bikes, and small electric vehicles. The hubs would also provide an opportunity for lockers and other on-site storage to enable deliveries to take place outside of peak periods and collected when convenient for the recipient. Sites could be booked, so drivers could park where and when they are delivering.

The NSW Government and the City have collaborated to create the Goulburn Street freight hub, which has operated for more than five years. Drivers park their trucks or vans at the hub and distribute their deliveries to bicycle couriers who can make the "last kilometre" of the delivery more efficiently. With the growing network of separated cycleways, there are more opportunities for this type of hub, including in existing public commercial car parks.

Figure 15. Off-street hub concept

Current system

Off-street hub system



Source: City of Sydney internal investigations

Key enablers and next steps

The City is developing the off-street hub concept for use by loading and servicing vehicles in a precinct. It will look for opportunities to embed this in the development system where appropriate.

When off-street loading capacity is increased, the City can progressively reduce on-street loading in nearby streets, using the kerb space for other purposes.

The City will work with the NSW Government to support any changes to existing loading zone regulations that might be required to support the efficiency of spaces during the transition.

For waste collection, many businesses and buildings have individual contracts with a waste services contractor. This reduces the potential for scaling up operations to reduce the number of truck movements in the city centre. Over time, businesses can work together to secure scale in waste collections, which should reduce cost, improve resource recovery and reduce the number of truck movements in constrained and contested city centre streets.

Action #11: More control for local government over local streets

Description

The City will advocate to the NSW Government to review delegations to local government and how Traffic Committees function in NSW.

The desired outcome is for the City to have more control over local streets, to be able to more easily implement approaches that are consistent with NSW Government strategy and policy, and sensible road engineering and management approaches. Priorities should be changing parking controls, installing new pedestrian crossings and building cycleways on local streets. An increased role for local government should also be considered in setting speed limits and managing traffic signal phasing on local streets.

Background

This action would make it easier for the City to make changes to local roads in its area. Local government does not have full control of or responsibility for local road management. Relatively

minor changes to local roads, including parking, require Traffic Committee approval. There is often no added value to doing this.

Local governments with appropriate capability and capacity are better placed to understand the complex interface between movement and place and the community in local transport and access networks. Local governments are better suited to managing trade-offs between walking facilities, cycleways, parking and vehicle access.

The City has already made changes to its approach within the overall constraints of the administrative arrangements such as changing the name to the Local Pedestrian, Cycling and Traffic Calming Committee, and adding representation (non-voting) from cycling and walking stakeholders.

In early 2023 Transport for NSW issued a Temporary Delegation that allows local government to make some changes (minor traffic and pedestrian works) on unclassified roads (local roads) without needing to seek Traffic Committee approval. The City views this as a modest first step, with many works such as changing parking signs excluded, and the limitations in the Temporary Delegations further excluding large areas of the City (e.g. the Temporary Delegations do not apply within 100m of a traffic signal). Transport for NSW subsequently advised it would reexamine the Temporary Delegations.

There is a broader opportunity to fundamentally realign responsibilities. Making local government responsible for its own roads frees up NSW Government resources for managing congestion and safety on State Roads, especially in regions.

Key enablers and next steps

Once Transport for NSW brings in an effective set of Temporary Delegations of road authority, the City will implement a new simplified process in response to them. It will liaise with Transport for NSW to shape the form and timing of future Delegations.

Action #12: Funding public domain works via parking space levies

Description

The City will advocate to the NSW Government that it reforms the existing system of parking space levies to better support the City's overall transport aims and create more funds for public domain works in the City of Sydney.

The City will advocate that the NSW Government:

- spend a greater proportion of levies where they are generated - in the city centre. To align with the parking space levy's statutory objectives, this should be in the areas around existing and new city centre transport nodes, especially Sydney Trains and Sydney Metro stations.
- consider reducing the number of exemptions to the levy to make its application fairer, as well as increasing the available funds for capital work. This would require regulatory change.
- over time, increase levy amounts in the city centre. This would be consistent with existing NSW Government policies to reduce private vehicle trips there. These additional funds should also be allocated directly to expenditure in the city centre. The levies are set each year by regulation.
- explore changes to the levy and its operations that assist the levy meet its objectives to reduce car use. These could include charging a different fee per time of car park entry or exit, or by vehicle occupancy or location of car park.

Background

The City will need additional funding to deliver the projects in this Action Plan, to create a city for walking, cycling and public transport.

The parking space levy system has operated since 1992, with a clear objective to reduce car use in the city centre. It levies an annual fee on parking spaces in the city centre and a small number of other commercial centres across Sydney. The levy is $2,800 per space in the city centre for 2023-24. There are many exemptions to the system, including residential parking spaces.

Bus passengers, Wynyard
Photo: Tyrone Branigan / City of Sydney

The system collects roughly $100 million per annum in levies, most of it in the city centre. These levies are allocated under law to measures that support access to these centres. However, there is no direct requirement to spend the funds in the centres where the levy applies. The vast majority of the levies go to major capital works projects across Sydney, such as commuter car parks and public transport projects.

People walking to and from public transport, such as Sydney Metro, is a key but forgotten component of improving access to centres by public transport.

The City believes there will be more support for the levy if more of it is spent where it is collected.

The City provides significant additional funding for the public domain, such as the landmark $263 million provided for George Street pedestrianisation. However, the City is unlikely to be able to financially support all of the improvements required to support the city centre's growth and competitiveness.

Key enablers and next steps

The City will continue to advocate to the NSW Government for reforming the parking space levy system, including in submissions to government plans and strategies.

Action #13: Reducing the impacts of buses in the city centre

Description

The City will advocate to the NSW Government to reduce the number of bus layovers in the city centre. This street space can then be reallocated to uses such as outdoor dining, plantings or footpath widening.

A potential option is to increase the degree to which bus routes 'through-route' rather than terminate or do layovers in the city centre. This improves cross-regional connectivity while maintaining services on key corridors serving the city centre. It also reduces the degree to which buses manoeuvre and turn in the City, which would help mitigate a key road safety risk.

The City's priority for this action is the western part of the city centre. Buses should move smoothly along the north-western edge of the city centre and at lower speeds. Network planning should explore the potential for connecting bus services in the Lower North Shore with Western buses that use the Anzac Bridge.

Background

Buses in the city centre take up valuable kerbside road space as they do layovers between services.

Buses have significant impacts on the street environment, including impacting safety, especially while manoeuvring, and producing noise and emissions (until fully zero emissions).

Many buses that terminate in the city in the morning peak, turn around and return to their destination 'out of service', virtually empty of passengers. Buses also enter the city centre virtually empty in the afternoon in readiness for the evening peak. All these bus movements and layovers require significant street space and kerb space. On streets such as Clarence Street, the impact of buses occupying the kerb space on the amenity of the public realm is particularly noticeable.

Key enablers and next steps

The NSW Government needs to work within the existing regional contract system to make these types of changes possible – or reform the system. In 2023 the NSW Government announced a Bus Industry Reform Taskforce which will report in 2024.

The Western Harbour Tunnel, to be completed in 2026, is an opportunity to allow street space to be reallocated to buses on Victoria Road and Anzac Bridge as soon as possible. This creates improvements in travel time and reliability, which then allow smoother and lower speed operations in the city centre without disadvantaging bus passengers. Eventually, if Victoria Road supports a busway system, this could connect with the Northern Beaches B-Line system.

Action #14: Electrification of City Transport

Description

The City has developed a comprehensive strategy and action plan for the electrification of city transport. This addresses whole-of-system requirements, including but not limited to vehicle charging. It addresses all fleet types, not just private vehicles. The electrification strategy and action plan is fully consistent with this City of Sydney Access Strategy.

The strategy is aimed at 2035, with actions focused on the next five years. The action plan includes 21 actions. These range from City programs (such as electrifying its fleet and working with car-share operators to electrify their fleets) through to advocacy actions (such as advocating to the NSW Government to electrify buses in the City of Sydney as soon as possible, and to the Australian Government to use fuel and emissions standards to accelerate the availability and uptake of electric vehicles).

The strategy and action plan outline the significant opportunities over time for vehicle charging to occur off-street in the City of Sydney. This includes locating charging in:

- Existing parking in residential and commercial buildings, with a particular emphasis on understanding the challenges for charging in strata apartment buildings
- Public parking at major retail locations (e.g. Broadway, East Village)
- City-owned and private public car parks
- Parking in new residential and commercial buildings.

Charging off-street wherever possible limits the impact of transport electrification on the public domain.

Photo: Katherine Griffiths / City of Sydney

Background

Achieving net-zero emissions by 2035 is a key commitment in Sustainable Sydney 2030–2050.

The transport sector continues to contribute around 20 per cent of the City's emissions. Reducing these emissions to achieve net-zero emissions by 2035 is a major challenge. Reducing the amount of travel by private vehicles remains the key and immediate approach to reducing transport sector emissions – while delivering a city for walking, cycling and public transport, and supporting broader environmental, social and economic outcomes.

Further emission reductions will occur from switching vehicle technology from internal combustion engines to zero-emissions technology, such as electric vehicles. The transition to electric fleets and vehicles needs to be done in a way that is equitable and inclusive, supporting access to electric vehicle fleets for those who need them without entrenching the economic, social and place costs of private vehicles.

The City's focus is on solutions for each fleet. Transitions for fleets such as buses are reasonably predictable, the constraints being the cost and timing of depot upgrades and fleet replacement. Where operational cost savings will be significant, such as for taxis, the City expects the NSW Government to ensure the fleet transitions quickly once appropriate value-for-money vehicles are av ailable in large numbers.

The City generally has limited control over electrification. Many actions therefore relate to advocacy, recognising that the City's target for net zero is significantly more ambitious than the current targets off the Australian and NSW Governments.

In 2023, there are more than 100 publicly available off-street charging points in the City of Sydney. Charging off-street limits the impact of vehicle charging on the public domain. The City will use its planning controls to ensure that new development contributes to the provision of off-street charging.

Key enablers and next steps

The City will implement the 21 actions in the strategy and action plan for the electrification of City transport.

Photo: Peter Warrington / City of Sydney

Action #15: Reducing vehicle speeds

Description

The City will continue to work with the NSW Government to implement lower speed limits on roads across the City of Sydney. The priority is to have maximum 40km/h limits on all City of Sydney streets as soon as possible[4]. In the city centre and other areas of high people activity, we would seek to reduce vehicle speeds to 30km/h or lower.

Background

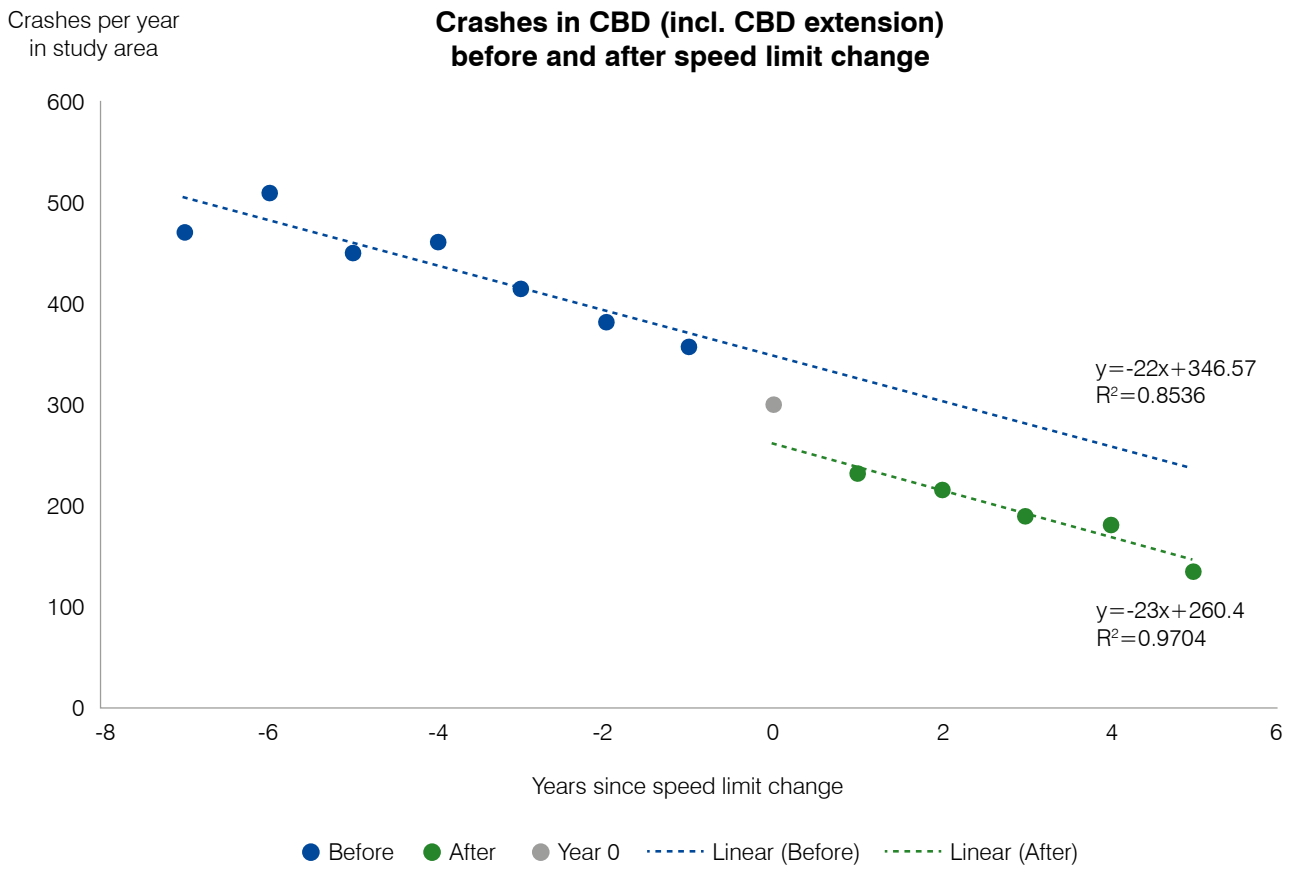
Reducing vehicle travel speeds:

- reduces the number and severity of crashes
- reduces the attractiveness of driving along lower speed routes
- improves amenity and safety, which encourages walking and cycling
- supports better 'place-making'.

Lower speeds are important to enable better public realm outcomes, to encourage and facilitate walking and cycling, and to achieving Vision Zero. The City has reduced and slowed traffic throughout our area, including successfully advocating for 40km/h zones throughout the city centre and local neighbourhoods; 75 per cent of local and regional streets in our local area already have a speed limit of 40km/h or lower. The City identified a clear reduction in crashes in the city centre once the speed limit was reduced to 40km/h as shown in Figure 16.

4 This does not include the motorway and distributor network.

Figure 16. City centre crashes before and after speed limit reduction



Source: NSW Government crash data

Under NSW transport legislation, the NSW Government sets the speed limits on all roads, including local neighbourhood streets. The City and the NSW Government have been in partnership to reduce speed limits for more than a decade. The introduction of 40km/h in the city centre is a major achievement since the release of Sustainable Sydney 2030.

Key enablers and next steps

The City and the NSW Government are collaborating on the rollout of 40km/h speed limits. The NSW Government sets speed limits on all roads in NSW.

The NSW Government released updated Speed Zoning Standards in mid-2023, which include potential 30km/h speed limits for High Pedestrian Activity Areas such as the city centre.

Action #16: Supporting car sharing

Description

The City will continue to develop its car-sharing system, consistent with the Car Sharing Policy. There will be more parking spaces for car sharing. We welcome new car-sharing operators to increase competition and choice. We will reduce emissions of the fleet over time, consistent with the City's strategy for transport electrification.

Background

The City supports car share through our Car Sharing Policy, first introduced in 2011 and regularly updated. In 2023, there are more than 850 dedicated on-street car sharing spaces, representing roughly 2 per cent of on-street parking spaces. These are shown by village at Figure 17 by village. Car sharing reduces parking pressure, which will only increase as the City grows in homes and employment.

Car sharing boosts inclusion, by making available motor vehicles for suitable trips when required, making it easier for people and households to live in the City of Sydney without owning their own car. This makes it more likely that they will plan their car use, and walk, cycle and catch public transport for more of their trips.

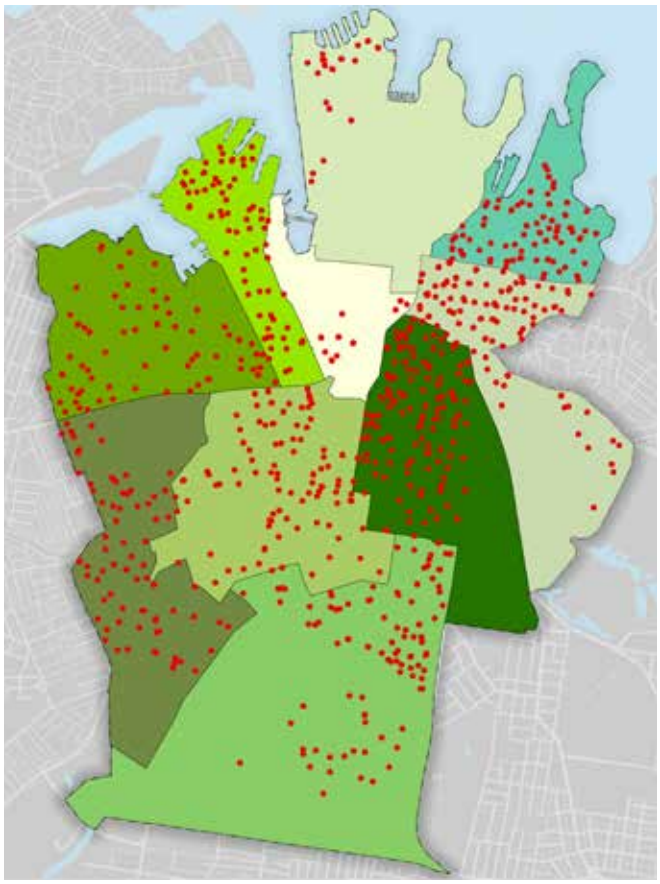
Car sharing can transition to electric vehicles more quickly than other fleets. This will further the contribution of the system to achieving net-zero emissions by 2035.

Key enablers and next steps

The City's policy reviews ensure the car share system design and operation contribute to the intended outcomes of the City's strategies, as well as the needs of car-share users.

We will continue to install any new parking spaces in consultation with local residents, to ensure any changes reflect the views and needs of both non-users and users.

Figure 17. City of Sydney on-street car-share parking spaces



Source: City of Sydney internal investigations

Action #17: Pricing to achieve more equitable access outcomes

Description

The City will contribute to the development of NSW Government street pricing schemes that deliver place, economic, social and environmental outcomes in the City's strategies.

The City will advocate for reforming current disaggregated approaches to transport pricing, especially for street users. There is an opportunity for broader street pricing, incorporating motorway tolls into a more comprehensive system that focuses on congestion and emissions. A subscription model or plan could be adopted, similar to other utilities, which could encompass various parking charges, such as the parking space levy, to ensure a more coherent focus on travel demand management.

Background

Street pricing such as a cordon price or broader congestion charge has been discussed for inner Sydney since the 1990s. Current NSW Government approaches to street pricing work against the use of bypass infrastructure such as tollways. There is too much through traffic in high-value places, despite massive investment in the motorway network. The toll charge funds the construction of infrastructure, however it may continue after construction is recouped. Many people continue to use surface streets as they are not priced. Management of the traffic signal network then provides these vehicles with significant priority, reinforcing the overall attractiveness of using these streets. Meanwhile, the collective travel time savings of using the tollway are undermined.

Prioritising through traffic limits the improvements that can be made to key surface streets and precincts. This affects bus and freight reliability and is a factor in limiting the amount of walking and bike riding. The most obvious example is the almost 20-year experience with the Cross City Tunnel, with surface traffic free of charge, and traffic priority often facilitated by traffic signal management. This has led to calls for the NSW Government to purchase the tunnel, so it can then create a more sensible system for charging east–west movements. Improved travel times for north–south light rail and bus movements in the city centre would be a key benefit. Any system would need to ensure ongoing access for the 25,000 residents in the city centre.

Key enablers and next steps

The NSW Government's commitment to reallocate road space on Parramatta Road and Broadway when the full WestConnex opens will create the context for a more nuanced examination of the appropriate pricing regimes for the whole network, and not just the newly opened tollway segment.

Any NSW Government access strategy for the city centre will need to incorporate actions that address the impact of pricing on the current amount of through traffic.

The electrification of the transport system and the predictable decline in revenue from fuel levies will force further examination of the role of broader road network pricing and charging. This should focus on achieving access and place outcomes, as well as identifying revenue streams to fund management and maintenance of the asset.

The City will continue to advocate for reform to road pricing in its input to NSW Government strategies such as the Future Transport Strategy 2056 and any place-based access strategies for the city centre.

In 2023, the NSW Government initiated an Independent Tolling Review. The City's submission included for consideration specific examples of approaches that could reduce unnecessary through traffic in the city centre. The City's submission can be viewed at:

https://www.treasury.nsw.gov.au/sites/default/files/2023-09/202309_02-toll-review-stakeholder-submissions.pdf

Appendix A: Potential disruptions

The City's Strategy and Action Plan responds to known trends and foreseeable issues. However, changes in technology and policy and unforeseeable events (such as the 2020 Covid-19 pandemic) can force the City to respond. This section assesses some of the more likely disruptions to the current economic, social or economic environment in which our transport and access system operates, to provide some initial thoughts on how the City might respond.

Photo: Katherine Griffiths / City of Sydney

Mobility as a Service

Mobility as a Service (MaaS) was heavily featured in Transport for NSW's *Future Transport 2056 Strategy*, first released in 2016. MaaS refers to a service by which users can subscribe to access packages that are accessible via a unified platform, which are generally created by a third party and combine services from both public and private providers. Users can purchase subscriptions which include public transport, bike share and car share trips, and late-night transport services via a taxi or other point-to-point operator. The service might include reward schemes and push pricing to align demand and supply.

Sydney has some elements of MaaS already and Transport for NSW has trialled some additional elements. However, there is no comprehensive scheme or significant uptake of it. MaaS could satisfy the growing demand for subscriptions, personalised packages, and online digital payments and account management. For some people, this could contribute to them making fewer motor vehicle trips.

There is a risk with private companies, not government, responsible for bundling services of a conflict of interest between what is best for the city and what is best for the operator. Currently, governments provide or subsidise services to address most of the accessibility needs of the whole population. This must remain the focus under any future system that features a larger role for MaaS.

Autonomous vehicles

In the past decades, motor vehicles have become increasingly automated. The idea of fully autonomous and connected vehicles is often promoted as a panacea for addressing road safety trauma and better managing congestion.

The further automation of motor vehicles could eventually bring safety benefits. However, there is a strong possibility that their initial introduction would increase road trauma. By reducing the need to park, they could also lead to mode shift to these vehicles, which will still remain space-inefficient compared to public transport, walking and cycling. This could lead to the overall road system becoming more inefficient and making the city itself more inefficient.

It is also unclear how autonomous vehicles would be managed where people walking and riding bikes are in the majority, such as in the future city centre. Would the presence of so much activity in streets cause autonomous vehicles to constantly stall, and thus make them virtually useless in these environments? Would government respond by fencing streets off to segregate vehicles and people walking – a complete reversal of the City's emphasis on giving people and place more priority over private vehicles?

Personal mobility devices

Personal mobility devices have increased in popularity throughout many cities in recent years. There could be potential for these devices to provide alternatives to private vehicles for short trips.

The City's approach to new mobility solutions is generally to work with NSW Government to consider whether new devices or approaches, if made legal, can contribute to access and broader city outcomes. In the case of electric scooters, the key issues are around road safety, the different impacts of shared and privately owned devices, and the appropriate regulations and management arrangements and especially the role of the City vs that of the NSW Government.

In 2022, the NSW Government began developing a trial of legalising shared electric scooters. The City's position is to not support them being legalised for use on our crowded footpaths. There is also likely to be future demand to legalise the use of other devices such as electric skateboards.

High-speed rail

High-speed rail is likely to reach a tipping point in economic and potential financial viability sometime this century. High-speed rail creates an alternative for connections to regional NSW and Australia. High-speed rail keeps regions connected to Central Sydney to respond to changed work patterns in the post-Covid or living-with-Covid future. High-speed rail also addresses climate change and emission reductions. It offers resilience if the aviation sector is affected by fuel security or carbon reduction frameworks.

The absence of corridors and a potential terminal in Eastern Sydney threatens to limit the value of any future system. The current risk is that non-transport development in the Central precinct could limit the future functionality of Sydney's key transport node. Outlining the future requirements for high-speed rail provides certainty around the 100-year horizon planning for the Central precinct.

A terminus at Central station would provide customers with a direct connection to most parts of Greater Sydney, an interchange with nearly all rail and metro lines. In terms of specific corridors required, connection to the South/West is the priority.

As a first enabler, the Australian Government established a High Speed Rail Authority in 2022.