

# **Attachment C**

**Engagement Report - Access Strategy and  
Action Plan – Continuing the Vision**

# Access Strategy and Action Plan



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# 1. Background

The City of Sydney's Draft Access Strategy and Action Plan - Continuing the Vision (Access Strategy) is the first update of its integrated transport planning since Connecting our City was developed in 2012. It builds on the achievements of the past decade and creates the framework for the project ideas in Sustainable Sydney 2030–2050 Continuing the Vision.

The updated Access Strategy outlines the City's priorities to deliver outcomes in the community strategic plan. The projects will deliver what the community told us – they want a city for walking and cycling with better public transport and fewer cars.

The Access Strategy includes 10 strategies and 17 projects, initiatives and programs that translate the Access Strategy into an Action Plan.

- The main priorities for the City of Sydney are summarised below. Many require close working with (and approval by) NSW Government agencies:
- transforming Broadway into a green gateway, with widened footpaths, more trees, separated cycleway and future light rail
- a light rail connection between Green Square and the city, with electric buses servicing the area now
- accelerating the Metro West extension to give Green Square residents a station at Zetland by 2030
- calming traffic on Park Street in the city and widening footpaths to make space for trees and people
- greening Oxford and Flinders streets with more space for people, entertainment, dining and light rail
- continuing to build more bike and pedestrian friendly infrastructure
- widening footpaths in areas where many people are walking – including the city centre, village centres and high streets
- continuing to lower speed limits on our streets, with 30km/h maximum in the city centre and high activity areas.

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.

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

# 2. Engagement Summary

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## 2.1. We asked the community for feedback on the strategy document.

The City exhibited the Draft Access Strategy and Action Plan between 10 July and 7 August 2023 and provided an opportunity for stakeholders and the community to review and comment on the document.

The City granted extensions to the consultation period on request, with the final submissions received in late August 2023.

The online consultation was available via Council's Have Your Say page.

The City guided engagement by the question, "*Do you have any comments on the Access Strategy and Action Plan?*".

The Have Your Say page gave the option of responding in an online field, by or providing a separate submission via email.

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## 2.2. Engagement results

- There were 1587 visits to the Have Your Say page during the consultation period.
- 705 people downloaded the draft Access Strategy and Action Plan document.
- 107 people responded to online consultation.
- 16 organisations or individuals also emailed submissions
  - Transport for New South Wales (TfNSW)
  - Mirvac
  - Bicycle NSW
  - Inner West Council
  - Altrac
  - BIKEast
  - UTS
  - University of Sydney
  - Broadway Sydney
  - And submissions from 7 individuals

## 2.3. Assessment of submissions and online responses

The following section summarises the feedback the City received from submissions and online responses during the consultation period.

Many items of feedback related to multiple elements of the Draft Strategy and/or Action Plan. In this summary, the City wherever possible aligns the feedback with the most relevant of the 17 actions in the Action Plan.

The City then aligns higher level or more general feedback to one or more of the 10 Strategy components.

- For each discrete element of the feedback, this report provides:
- Short description of feedback
- Indication of the frequency of the feedback, by both:
  - Submissions: number of individual submissions
  - Online responses: <5, 5-10, 10+
- The City's high level response, where appropriate identifying how it will change the Access Strategy and Action Plan in response.

# 3. Feedback on Action Plan

This section assesses feedback on actions in the Action Plan. It provides a short description of the feedback, indicates the frequency of the feedback from submissions and online responses, and provides a City response.

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

Feedback	Submissions	Online responses	City response
General support	2	10+	Noted
Support for walking, cycling and greening elements	2	5-10	Noted
Suggestions for Green Avenue expansion, such as to Central, along Parramatta Road or to side streets	2	<5	The City's initial designs focus is on Broadway, but the overall approach is intended to support extension further west along Parramatta Road. The detailed design of the immediate Broadway component would occur if TfNSW commits to the project.
Support for light rail	4	10+	Noted
Support for light rail expansion, including along Parramatta Road and City Road/King Street		5-10	The City's priority is to extend light rail along Broadway and its section of Parramatta Road. Once this is in place, further extensions would be easier to achieve.
Detailed suggestions for Green Avenue/light rail design	1	< 5	The City has undertaken sufficient concept design work to confirm the opportunity for change on Broadway. Detailed design would occur if TfNSW commits to the project.
Opposition to walking, cycling and greening elements		< 5	The NSW Government's transport plans acknowledge the opportunity to change Broadway and Parramatta Road, to create more

Feedback	Submissions	Online responses	City response
			space for greening, and for people walking, cycling, on public transport. The City's proposals provide detail on how that approach could be implemented. Resident access will be maintained.
Opposition to reducing space for traffic	1	5-10	The NSW Government's transport plans acknowledge the opportunity to change Broadway and Parramatta Road, to create more space for greening, and for people walking, cycling, on public transport. The City's proposals provide detail on how that approach could be implemented.
Opposition to light rail, including support for better bus services	3	< 5	The City's view is that TfNSW could make beneficial changes to bus serviced in this corridor resulting from new Metro West stations, and light rail if introduced. The City will advocate for overall network design that maximises benefits for public transport users.
Opposition because of construction impacts		< 5	The City will work with the NSW Government to investigate the green avenue proposal as part of the proposal, and to ensure that any disruption to businesses and residents is minimised.
Request for ongoing consultation	1	< 5	The City will work with TfNSW to ensure consultation occurs on transforming Broadway to address construction impacts and other issues.
Corrections to figures	1	< 5	Figures updated in Access Strategy.
Support for more development		< 5	The Access Strategy reflects the City's existing planning framework.



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

Feedback	Submissions	Online responses	City response
General support		5-10	Noted
Support for walking, cycling and greening elements		< 5	Noted
Detailed suggestions for Green Avenue design		< 5	The City has undertaken sufficient concept design work to confirm the opportunity for change on Park Street. Detailed design would occur if TfNSW commits to the project.
Opposition to reducing space for traffic, or forcing traffic to use tolled motorways		< 5	The City's priority regarding motor vehicles is to maintain access while reducing unnecessary surface through-traffic. The City is advocating to the NSW Government for changes to the road system that makes road such as the Cross City Tunnel more attractive for people making those trips.

### 3.3. Action #3 - Oxford and Flinders Streets – A green gateway supporting culture

Feedback	Submissions	Online responses	City response
General support		< 5	Noted
Support for walking, cycling and greening elements		5-10	Noted
Support for Oxford East cycleway		< 5	Noted
Support for light rail		5-10	Noted
Suggestions to increase road safety as part of the project		< 5	Design review to address any road safety issues or opportunities is part of the project.

## Access Strategy and Action Plan

Feedback	Submissions	Online responses	City response
Suggestions for changes to local access to support the project		< 5	TfNSW is investigating local vehicle access as part of its Oxford Street East cycleway project. The City supports retention of existing access (such as turns) wherever possible.
Opposition to walking, cycling and greening elements	1	< 5	Business would benefit from the greening of Oxford Street as it attracts visitors to the area through the creation of an arts and culture precinct.
Opposition to Oxford West cycleway		< 5	The City exhibited the design for the cycleways on Oxford and Liverpool Streets and consulted with the community over four weeks between 28 October and 25 November 2021. 157 submissions were received. The consultation included letter drops and both online and in-person information sessions. The consultation revealed that the community supported the cycleway on Oxford and Liverpool Streets. The proposal was endorsed by Council in June 2023 and construction is expected to commence in late 2023.
Opposition to Oxford East cycleway	2	10+	TfNSW is responsible for the Oxford Street (East) cycleway between Taylor Square and Moore Park Road as it is a NSW Government-controlled road. The proposed cycleway would integrate with the City's Oxford Street (west) cycleway, connecting the City Centre and the East. It would provide improved safety for people riding, whether commuters, transport workers making deliveries or residents and visitors accessing the areas around Oxford Street by bike.
(Support for Moore Park cycleway as alternative cycleway route)		< 5	The Oxford Street East cycleway is a TfNSW project. Replacing the proposed Oxford Street East cycleway with a permanent cycleway on Moore Park Road would not serve the cycling desire

Feedback	Submissions	Online responses	City response
			<p>line. Currently, more five times as many people ride along Oxford Street East than Moore Park Road (around 300 per day) – even though there is a separated cycleway on Moore Park Road and people need to ride in mixed traffic along Oxford Street. Recent counts on Oxford Street West showed over 3000 people riding per day.</p>
<p>Opposition to reducing space for traffic, or changes to local access</p>	<p>1</p>	<p>5-10</p>	<p>The City promotes walking, cycling and public transport and less reliance on the use of private vehicles. Lower traffic volume leads to reduced congestion and improved amenity for residents and visitors. TfNSW is investigating local vehicle access as part of its Oxford Street East cycleway project.</p>
<p>Opposition to light rail, including support for better bus services and concerns about heritage impacts</p>	<p>1</p>	<p>10+</p>	<p>The City believes that light rail on Oxford Street and the Eastern Suburbs Railway provide public transport connections that support transforming Oxford Street. The City supports bus services on Oxford and Flinders Street, and expects the NSW Government would review these if it committed to light rail on Oxford Street.</p>
<p>Opposition because of perception that Oxford Street East cycleway would result in reduced access for businesses, including parking and loading</p>	<p>2</p>	<p>5-10</p>	<p>TfNSW is responsible for the Oxford Street (East) cycleway between Taylor Square and Moore Park Road as it is a NSW Government-controlled road. Current plans retain existing kerbside uses (parking, loading, peak period bus lanes). TfNSW is responsible for liaison and consultation on the Oxford Street East cycleway. eThe proposed cycleway would integrate with the City’s Oxford Street (west) cycleway, connecting the City Centre and the East. It would provide improved safety for people riding, whether commuters, transport workers making deliveries or residents and visitors accessing the areas around Oxford Street by</p>

Feedback	Submissions	Online responses	City response
			bike. The Oxford Street cycleways incorporate design elements to ensure vehicle access for businesses. TfNSW is responsible for liaison and consultation on the Oxford Street East cycleway.
Opposition to either cycleways or light rail because of construction impacts		< 5	The NSW Government is delivering the Oxford East cycleway. The City will work with the NSW Government to investigate light rail as part of the proposal, and to ensure that any disruption to businesses and residents is minimised.

### 3.4. Action #4 - City centre place improvements – from vehicles to people

Feedback	Submissions	Online responses	City response
General support	1	< 5	Noted

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

Feedback	Submissions	Online responses	City response
General support	1	<5	Noted

### 3.6. Action #6 – Metro as catalyst

Feedback	Submissions	Online responses	City response
General support		<5	Noted
Support for MetroWest to Zetland		<5	Noted
Support for Metro West extension station in Camperdown	1		The City's priority for stations on the Metro West extension are Zetland and then Central.
Request for information on Zetland station location		<5	Station locations will be determined by the NSW Government. Council resolved in August 2023 to work with the NSW Government to identify appropriate land and a construction area including consideration of leases, stratum land sales and public domain upgrades, to reduce the cost of a delivering a metro station at Zetland for the NSW Government to be delivered as part of the Sydney Metro West scope as soon as possible.
Support for additional Metro extensions		< 5	The City's priority is to secure MetroWest to Zetland as soon as possible. This then enables the Metro to connect to South-Eastern Sydney as per current NSW Government plans.

### 3.7. Action #7 - Connecting Green Square

Feedback	Submissions	Online responses	City response
General support		<5	Noted
Support for light rail		<5	Noted
Support for zero emissions buses in short term	1	<5	Noted
Support for bus transit solution, not light rail		<5	The City has reserved the Eastern Transit Corridor so that it is suitable for mass transit. The City supports light rail over a bus way to connect

Feedback	Submissions	Online responses	City response
			Green Square as it is the best mode to provide the appropriate capacity and service. The NSW Government would assess the costs and benefits of different modes in any study to support their funding of light rail.
Suggestion for additional bus connections		<5	The City supports bus connections that connect Green Square with places such as Newtown. These are the responsibility of the NSW Government.
Request for detail on traffic impacts from light rail, including in Green Square		<5	The reservation of the Eastern Traffic Corridor for mass transit provides space for light rail within Green Square. The connection between Green Square and the city centre would need technical investigation, however the City believes that well-planned light rail is a very efficient use of street space. TfNSW design and approval of the system would consider any impacts.
Opposition to light rail and support for extension of Eastern Suburbs railway instead	1		The NSW Government has no known plans to extend the Eastern Suburbs Railway. The City's advocacy for rail to Green Square centres on the extension of Metro West to Zetland as soon as possible.

### 3.8. Action #8 – A city for walking

Feedback	Submissions	Online responses	City response
General support	1	10+	Noted
Support for additional space for people walking in city centre		<5	Noted
Support for additional space for people walking in other areas		<5	Noted

Feedback	Submissions	Online responses	City response
Support for making it easier to cross major streets, including ones proposed by the City as Green Avenues	1	<5	Crossing opportunities will be part of the City's advocacy for Green Avenues, and advocacy for broader network management to reduce delays for people walking.
Specific proposals for pedestrianisation		<5	The City will consider these in the update of the Walking Strategy and Action Plan, and relevant Public Domain Plans.
Request that projects align with Transport for NSW Road User Space Allocation Policy	1		This is addressed in design of particular pedestrian improvement proposals.
Concerns about footpath clutter, such as poorly placed furniture, utility boxes and advertising panels		<5	Noted. The City has adopted standards for minimum clear widths on footpaths. The City will work with relevant owners to address issues arising from poorly placed furniture, utility boxes and advertising panels.
Concerns about road safety, including bicycle riding on footpaths and lack of enforcement of driver behaviour		<5	The City advocates to the NSW Government to enforce road rules that reduce walking or make walking unsafe.
Opposition to providing more space for people walking	1	<5	Walking is a very efficient use of space in dense areas like the City of Sydney where a high proportion of trips are made by walking.

### 3.9. Action #9 – A city for cycling<sup>1</sup>

Feedback	Submissions	Online responses	City response
General support	3	10+	Noted
Support for cycleway network	1	<5	Noted
Suggestions for additional cycleways, including cross-regional routes	2	<5	The City's bicycle network is contained in the Cycling Strategy and Action Plan. The City will

<sup>1</sup> Feedback here is in addition to feedback provided against Actions 1-3 (cycleway elements of Green Avenues)

Feedback	Submissions	Online responses	City response
			review the network when next updating that plan.
Support for implementing the cycleway network more rapidly	2	<5	As part of implementing the Cycling Strategy and Action Plan, in 2022-23 the City completed new separated cycleways on 17 streets. Major cycleway projects are under construction on Castlereagh Street and Oxford and Liverpool Streets and will start next year between Glebe and Ultimo. There are another five projects in design. The City will also continue to advocate to Transport for NSW to improve approval timeframes.
Support for more storage/parking for bicycles		<5	The City can allocate space for cyclists to park bicycles, and will monitor need and demand as cycling continues to grow. The City provides street bike parking racks on request.
Opposition to reallocating street space to cycleways, including impacts on traffic	1	<5	The City's Cycling Strategy and Action Plan provide the evidence for allocating street space to space-efficient transport modes (public transport, walking and cycling). This approach is consistent with the NSW Government Policy and strategies. Private vehicles are the least space efficient and most unsustainable way of moving in constrained, inner city locations.
Opposition to bicycle network due to construction impacts		<5	The City consults on cycleway projects with local residents and businesses. It aims to minimise construction impact when delivering its cycleway network.
Opposition to funding cycleways		<5	Sustainable Sydney 2030-2050 outlines the City's overall approach to create a city for walking, cycling and public transport This approach is the most effective way to maximise access for businesses and residents, while allowing more space for people, places and plantings. Individual cycleway projects and associated



Feedback	Submissions	Online responses	City response
			expenditure are approved by Council.
Concerns over bicycle share systems		<5	The City has no direct control over bike share schemes but continues to encourage any operators to adopt business behaviours that are likely to increase support for the schemes.
Concerns about road safety, including bicycle riding on footpaths and lack of enforcement of driver behaviour		<5	The City advocates to the NSW Government to enforce road rules that reduce cycling or make cycling safe. The City also conducts Share the Path sessions to educate riders on safe and courteous behaviours.
Support for use of bicycle paths by electric scooters if made legal		<5	The NSW Government is responsible for legalising electric scooters. Where currently legal to use, as part of the TfNSW shared scooter trial, they are permitted on cycleways and shared paths. The City is monitoring the trial.

### 3.10. Action# 10 – Moving kerbside deliveries off-street over time

Feedback	Submissions	Online responses	City response
General support	1	<5	Noted
Suggestion the Access Strategy more clearly acknowledge the importance of freight and services to business	1		Accepted. Minor changes to Action 10 in the revised Access Strategy.
Queries about off-street hub management and control	1		The potential for public off-street loading hubs will be the subject of further city investigations.
Concerns about loading in particular locations, such as Piitt street		<5	The City considers customer feedback on kerbside allocations to ensure maximum value for residents, businesses and visitors.

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

Feedback	Submissions	Online responses	City response
General support	1		Noted
General opposition, based on lack of support for actions in Access Strategy due to cumulative economic impact	1		Strategies and actions in the Access Strategy generally align with NSW Government approaches. The City believes it is the most appropriate organisation to manage local streets, given its expertise and knowledge of local issues.

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

Feedback	Submissions	Online responses	City response
General support	1		Noted

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

Feedback	Submissions	Online responses	City response
General support		<5	Noted
Support for retention of existing bus access and layovers	1	<5	The City expects the NSW Government will make some change in bus networks as the NSW Government implements new Metro lines. The City supports bus access to the city centre, especially where no rail alternative exists. The City's priority for this action is to reduce unnecessary bus layover in key precincts, which may require NSW Government to reform the bus contract system. Their Bus Industry Review Taskforce is now referenced in the Access Strategy.

Feedback	Submissions	Online responses	City response
Include more references to positive roles of buses.	1		Agreed. The Revised Access Strategy includes additional information on the City's support for buses.

### 3.14. Action #14: Electrification of City Transport

Feedback	Submissions	Online responses	City response
General support	2	<5	Noted
Suggestions for additional actions, and bringing forward the City's Net Zero targets to 2030		<5	The City supports the use of electric vehicles as outlined in the recently adopted Electrification of Transport in the City – Strategy and Action Plan. This reflects Council's adoption of a 2035 target date for Net Zero emissions. Consistent with this, the City is working towards maximising the electrification of its light fleet by 2030 and heavy fleet as soon as possible.
Provide options for people with no off-street parking		<5	The City has installed nine on-street pole-based EV charging spaces to provide more opportunities for EV owners who do not have access to off-street EV charging to charge their vehicles.
Support for City advocacy to NSW Government on zero emissions buses		<5	Noted
Suggestions for increasing off-street charging using the development system	1		The City's Electrification of City Transport Strategy and Action Plan includes actions that leverage off the planning system to maximise off-street charging.

### 3.15. Action #15: Reducing vehicle speeds

Feedback	Submissions	Online responses	City response
General support for lower speed limits	1	<5	Noted
Support for 30km/h speed limits in city centre and village high streets		<5	Noted
Support for 30km/h speed limits more generally across the City of Sydney	1		Reflecting the NSW Government's release of new Speed Zoning Standards, the City of Sydney's priority is for the NSW Government to agree to 30km/h speed limits (maximum) in the city centre. Elsewhere, the priority is to work with Transport for NSW to complete the implementation of maximum 40km/h speed limits on all streets in our area.
Support for more enforcement of speeding drivers		<5	The City advocates to the NSW Government for enforcement of unsafe driver behaviour.
Opposition to lower speed limits		<5	Lower speed limits improve safety and amenity in our crowded city.
Opposition to 30 km/h speed limits		<5	The City's priority for 30km/h speed limits is the city centre, to improve safety and the quality of our public places. The City expects that there would be

### 3.16. Action #16: Supporting car sharing

Feedback	Submissions	Online responses	City response
General support	1	<5	Noted
Concerns that car sharing is expensive	1		The City does not set car share operator prices. Its approach is to allow competition within the system, which should encourage value for money for residents and businesses.

### 3.17. Action #17: Pricing to achieve more equitable access outcomes

Feedback	Submissions	Online responses	City response
General support	1	<5	Noted
Request for more clarity around the potential scope of the action	1		Noted. The revised Access Strategy contains a link to the City's recent submission to the NSW Government's Independent Toll Review. This submission provides more depth and detail on the potential approaches available to the NSW Government, including some suggestions for potential changes to reduce unnecessary through traffic in the city centre.
Opposition to forcing motorists to use tolled motorways		<5	In the case of Broadway and Parramatta Road/WestConnex, the NSW Government's strategies acknowledge the opportunity for reallocating surface street space. The City's submission to the Independent Toll Review encouraged the NSW Government to develop ways of ensuring equity while delivering on improved public spaces.

# 4. Feedback on Strategy

This section summarises feedback that is at a higher level than specific actions, or relates expressly to strategy components of the in the Access Strategy.

## 4.1. Strategy A: Deliver an integrated transport and land use system providing high levels of access without relying on high levels of mobility

No direct comments were made relating to Strategy A, noting that multiple submissions and online responses indicated support for all strategies and actions.

## 4.2. Strategy B: Reallocate street space

Feedback	Submissions	Online responses	City response
General support	2	<10+	Noted
Opposition due to impact on traffic and congestion	1	5-10	The City is committed to creating a city for walking, cycling and public transport to achieve the environmental, social and economic outcomes central to its success. The general approach to reallocating street space is consistent with NSW Government policy. The lowest priority should be for unnecessary through-traffic – a very inefficient use of constrained road space. NSW Government investment in public transport and road projects will provide alternative options for these trips.

## 4.3. Strategy C: Inform planning of key precincts

No direct comments were made relating to Strategy C, noting that multiple submissions and online responses indicated support for all strategies and actions.

## 4.4. Strategy D: improve places

Feedback	Submissions	Online responses	City response
General support		5-10	Noted
Preference for maintaining movement over place	1	<5	Improving places is a key approach to deliver environmental, economic and social outcomes. The Sustainable Sydney 2030-2050 framework outlines the importance of improved places in the City of Sydney. The role of the Access Strategy is to explain how changes to access and transport system management can help support this.

## 4.5. Strategy E: Respond to the climate emergency and build resilience

Feedback	Submissions	Online responses	City response
General support	2	5-10	Noted

## 4.6. Strategy F: Enable the City to continue to grow

Feedback	Submissions	Online responses	City response
General support		< 5	Noted
Request for clarification on Figure 6		< 5	Figure 6 is sourced directly from the City's City Plan 2036, to show the alignment between the City's planning for growth and the Access Strategy. The data in Figure 6 represents growth from 2016.
Suggestions for increased development in same locations		<5	The City's land use and development framework is outlined in the City Plan 2036.
Opposition to development in Green Square	1		The City's land use and development framework is outlined in the City Plan 2036.

## 4.7. Strategy G: Assist pandemic recovery

No direct comments were made relating to Strategy C, noting that multiple submissions and online responses indicated support for all strategies and actions.

## 4.8. Strengthen inclusion

Feedback	Submissions	Online responses	City response
General support	2	< 5	Noted
Ensure access for elderly people and people with lower mobility	1	5-10	The City's Inclusion Action Plan contains actions that guide the City's delivery of street environments that are accessible to all users. The City advocates strongly for accessible public transport, including rail stations and buses. The City is currently updating the Walking Strategy and Action Plan. The Strategy considers all footpath users including those with limited mobility.
Concerns about bus shelter design including advertising panels limiting visibility of buses, and creating insufficient space for wheelchairs to pass		<5	The City of Sydney has a street furniture placement policy that outlines the clearances and sight lines around our street furniture. We note the feedback provided in submissions and will pass these comments on to the relevant team.
Concerns that making it harder to drive will reduce access in Inner Sydney for groups.	1	5-10	The City's plan is to create a city for walking, cycling and public transport to improve connections in Inner Sydney. However the City understands that some people will still need to drive for some of their trips. The City's overall approach leverages off NSW Government transport investment, that provides alternatives for many motor vehicle trips, so fewer people are reliant on driving on surface streets in high value places like the city centre.



## 4.9. Save lives and reduces injuries

Feedback	Submissions	Online responses	City response
General support	2	5-10	Noted
Advocacy for road user education and enforcement	1	5-10	The City advocates to the NSW Government for enforcement of road rules to keep all road users safe.

## 4.10. Shape the city around a networked public transport system

Feedback	Submissions	Online responses	City response
General support	1	<5	Noted
Suggestions for additional public transport solutions, including a new light rail station at Wimbo Park on the South East Light Rail.		5-10	The City's current priorities for advocacy for new public transport responds to the City's planning framework, and the NSW Government's Future Transport framework. Once these are determined, the City will investigate additional public transport improvements. The Lord Mayor is advocating for a light rail stop at Wimbo Park.
Support for retention of existing bus access	1	5-10	The NSW Government is responsible for public transport network planning and operation. The City's view is that as new Metro investment is delivered, there could be opportunities for beneficial change to public transport. The City will always advocate for retention of important local bus services.

