

Attachment A

**Engagement Report – Draft A City for
Walking Strategy and Action Plan –
Continuing the Vision**

Engagement Report – Draft “A City for Walking”: Strategy and Action Plan – Continuing the Vision



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1. Executive summary

The City of Sydney (the ‘City’) developed the draft “A City for Walking”: Strategy and Action Plan – Continuing the Vision (‘Strategy and Action Plan’) updating and building on the ideas from the City’s 2015 Walking Strategy.

The update was needed for the following reasons:

- The City has achieved much of what was proposed in 2015.
- To align with new City policies, notably Sustainable Sydney 2030-2050 Continuing the Vision and the Community Strategic Plan (“SS2030-2050”), and respond to Direction 5 – A city for walking, cycling and public transport.
- To align with new NSW Government policies including movement and place and road user space allocation.

We asked the community for feedback on the draft Strategy and Action Plan.

The City exhibited the draft Strategy and Action Plan between 22 February and 5 April 2024, with extensions to the consultation period granted on request. Final submissions were received in early May 2024.

The consultation was available online via Council’s ‘Sydney Your Say’ page, with respondents able to comment via a survey or by providing a separate submission via email.

The outcomes of the consultation include:

- 406 survey responses.
- 23 email submissions, including 10 organisation submissions.

The City also engaged People With Disability Australia to facilitate a focus group on the language used in the draft Strategy and Action Plan to ensure it was inclusive.

We heard our community want a city for walking.

Overall, there was considerable support for the draft Strategy and Action Plan.

Respondents want a more walkable city, with a safer, more convenient and fun walking experience. They wanted fewer cars and more space for walking, better footpaths, greater priority at traffic lights, more crossings, less clutter and more amenities like trees, seating and public toilets.

Walking is important to our community.

They told us they wanted a holistic walking environment that integrates walking connections seamlessly with other modes of transport, infrastructure that connects destinations and provides the ability to stroll, rest and relax.

They also told us they wanted a walking environment that was easy for all people, including children, older people and people with disability. They wanted streets with more space for walking, more trees, an improved public domain and shade and shelter. They wanted less delays when walking.

We have updated the draft Strategy and Action Plan to reflect community feedback.

2. Background

2.1. A draft strategy and action plan to deliver a city for walking

The City is updating its 2015 Walking Strategy.

The updated Strategy and Action Plan celebrates what the City has achieved since 2015 and aligns with new City policies, namely *Sustainable Sydney 2030-2050 Continuing the Vision* and the *Community Strategic Plan* (“SS2030-2050”). It facilitates Direction 5: a city for walking, cycling and public transport.

The updated Strategy and Action Plan also responds to new NSW Government policies including movement and place and road user space allocation.

The updated Strategy and Action Plan is structured around a hierarchy of walking needs: possible, safe, comfortable, and fun. It aims to make walking safe, comfortable and inviting for everyone. It provides a framework for managing and delivering walking programs, guiding decision-making, prioritisation, and collaboration for enhancing the walking experience in our community.

The Action Plan contains 12 actions.

2.2. This engagement report

This engagement report summarises the City’s engagement activities during the public exhibition of the draft Strategy and Action Plan and provides the key findings from those activities.

All feedback captured in this report has been considered before reporting back to Council.

3. Engagement summary

3.1. From 21 February 2024 to 5 April 2024, we asked the community for feedback on our draft Walking Strategy and Action Plan.

Consultation on the draft Strategy and Action Plan provided an opportunity for stakeholders and the community to review and comment on the draft approach and actions outlined.

Consultation activities included an online survey available via our ‘Sydney Your Say’ page and email submissions.

The consultation was promoted on the Sydney Your Say newsletter and various social media channels.

The City granted two extensions to the consultation period on request, with the final submissions received in late April and early May 2024.

The City also engaged People With Disability Australia to facilitate a focus group online to undertake a targeted discussion about the language used in the draft Strategy and Action Plan to ensure it was inclusive.

3.2. Purpose of the engagement

The purpose of the engagement was to:

- Gather feedback from stakeholders and the community about the draft Strategy and Action Plan.
- Determine the level of satisfaction with the draft Strategy and Action Plan.
- Inform the development of the final draft of the Strategy and Action Plan.

The purpose of the focus group was to:

- Inform an inclusive approach to terminology used in the draft Strategy and Action Plan, including the title and how we defined ‘walking’ throughout the document.
- Gather feedback from participants about areas where the strategy could be more inclusive.

3.3. Outcomes from the engagement

Below is a break-down of the engagement during the consultation period:

- There were 2,198 visits to the ‘Sydney Your Say’ page during the consultation period.
- 864 people downloaded the draft Strategy and Action Plan document.
- 406 people responded to online survey consultation.

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- 23 email submissions were received.
 - 13 from individuals
 - 10 from organisations:
 - Department of Education
 - Guide dogs Australia
 - Bicycle NSW
 - BIKEast
 - UTS
 - Mott Macdonald
 - NSWBA
 - ACON
 - Pyrmont Action Group
 - Transport for NSW

4. Survey findings

The following section summarises response to each of the questions asked in the online survey.

4.1. Age

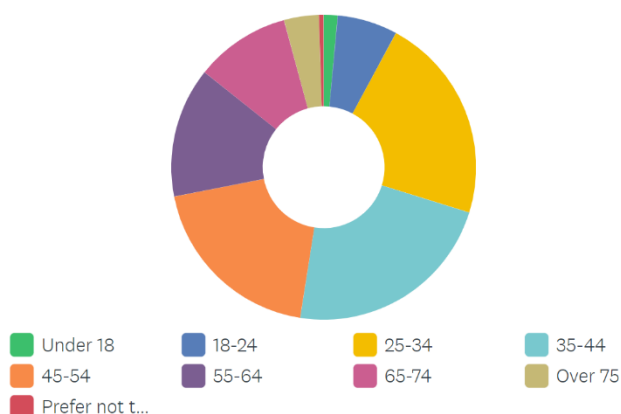
Question: Select your age bracket

The City received feedback from individuals across different age brackets, ranging from under 18 years old to over 75. 78 percent of the total responses were from individuals under the age of 55.

25-34 years old **22%**

35-44 years old **23%**

45-54 years old **20%**



4.2. Gender

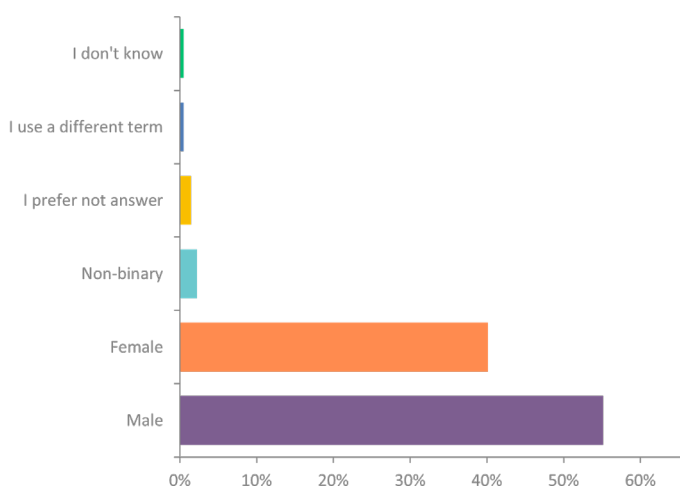
Question: How would you describe your gender?

Survey respondents reflected a diverse range of gender identities, with 2 percent identifying as non-binary, while 40 percent identified as female and 52 percent as male.

Female **40%**

Male **55%**

Non-binary **2%**



4.3. Reasons for walking

Question: What are your top reasons for walking in the City?

People walk in our city for different reasons. The main reason for respondents was to get around for everyday needs, highlighting walking as an integral part of the daily routine in their lives.

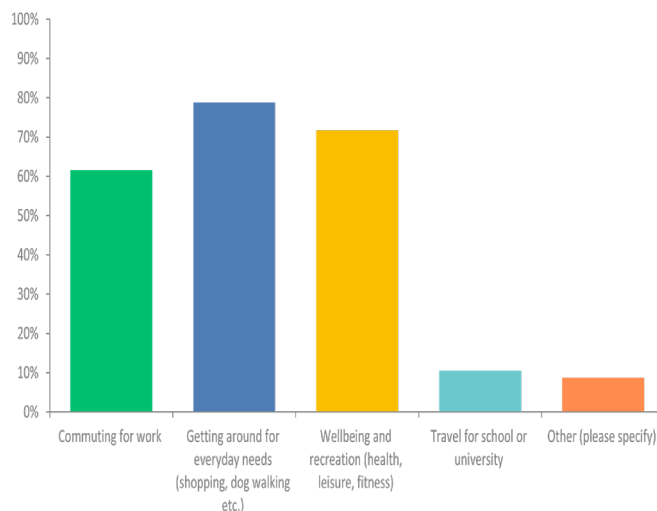
Other responses include:

- Travel for school or university
- Living in the city or being a long-time local resident
- Visiting friends and family
- Social activities and entertainment e.g. hanging out with friends, concerts, bookshops, restaurants, local gigs.
- Accessing amenities like medical care

79% Getting around for everyday needs (shopping, dog walking etc.)

72% Wellbeing and recreation (health, leisure, fitness)

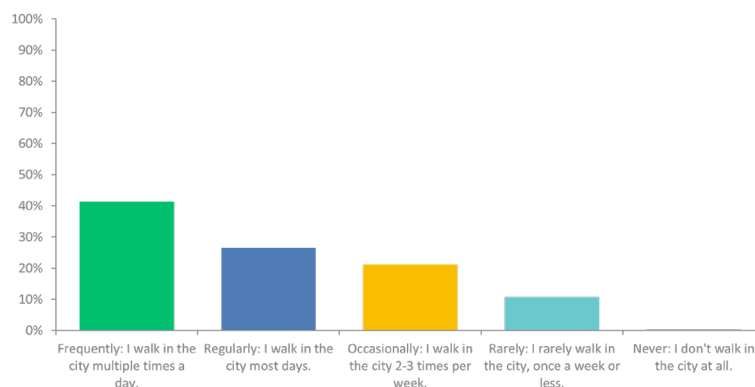
62% Commuting for work



4.4. Frequency of walking

Question: How often do you walk in the City?

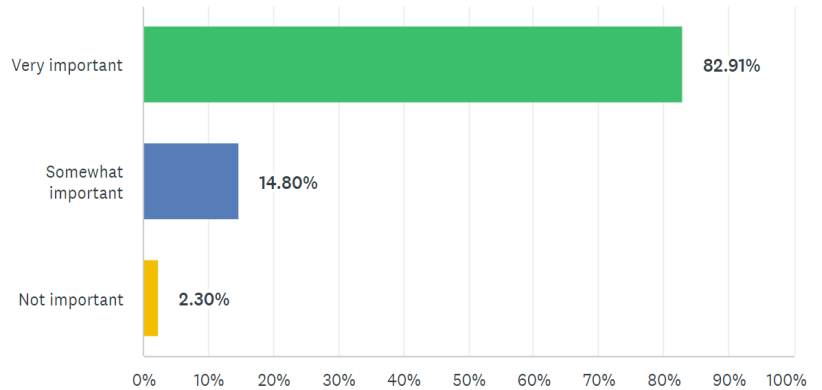
68% walk regularly in the city most days or frequently, multiple times a day.



4.5. Importance of walking

Question: How important is walking in your daily life and overall wellbeing?

98% walking is very important or somewhat important.



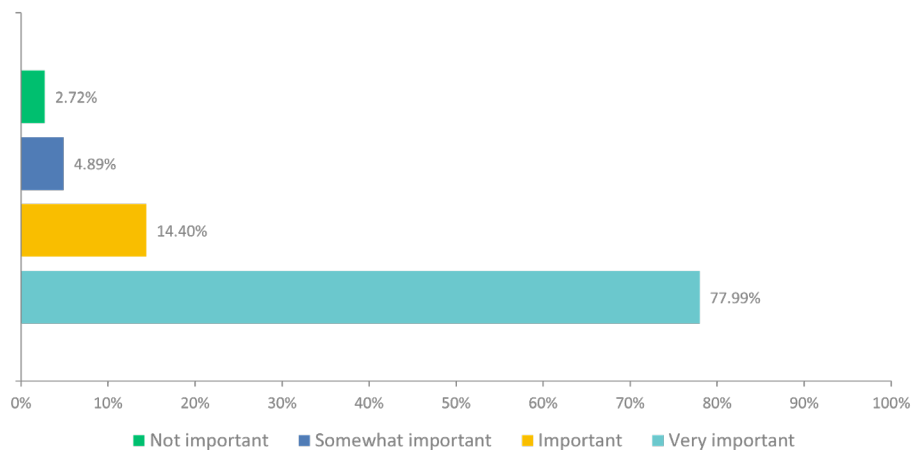
4.6. Needs that make a city for walking

Question: We have approached the Strategy through a hierarchy of walking needs. How important is each of these to you when you're walking?

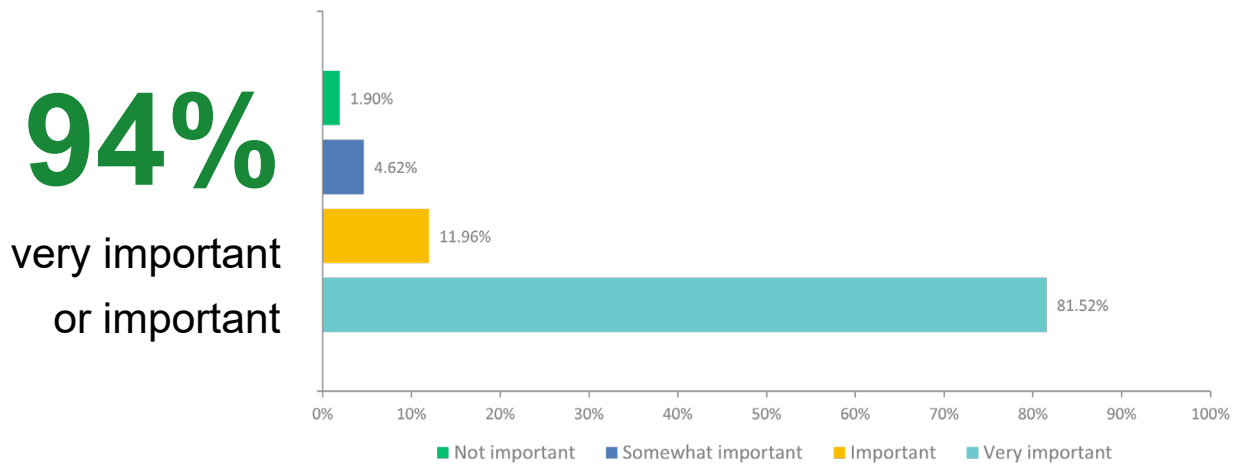
Survey respondents were asked how important the draft Strategy's "hierarchy of walking needs" (possible, safe, comfortable, fun) was to them. Most respondents thought all 4 needs were either 'very important' or 'important'. 'Walking is safe' was identified by most respondents (82%) as 'very important'. Responses to each walking need are summarised below

4.6.1. Walking is possible

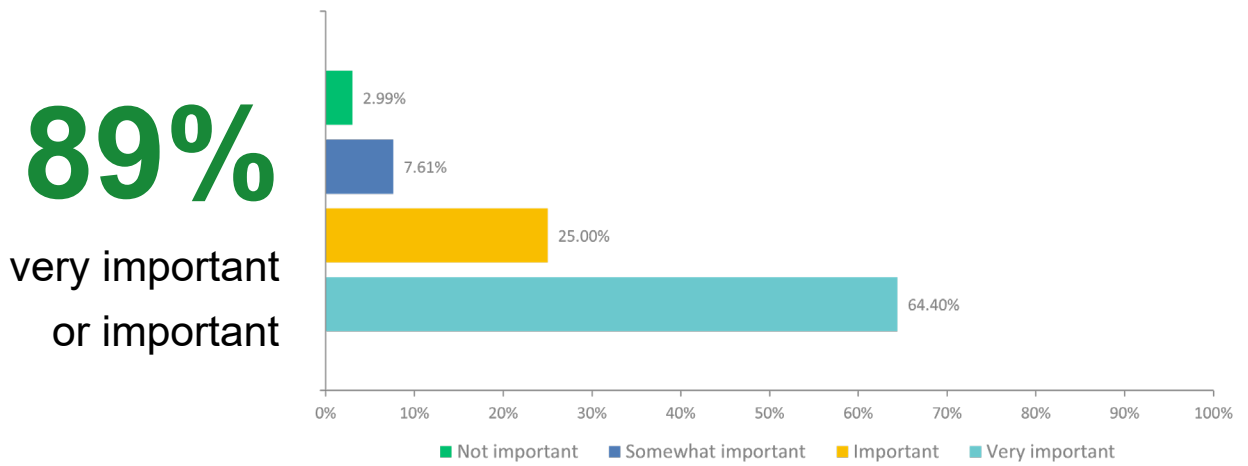
92% very important or important



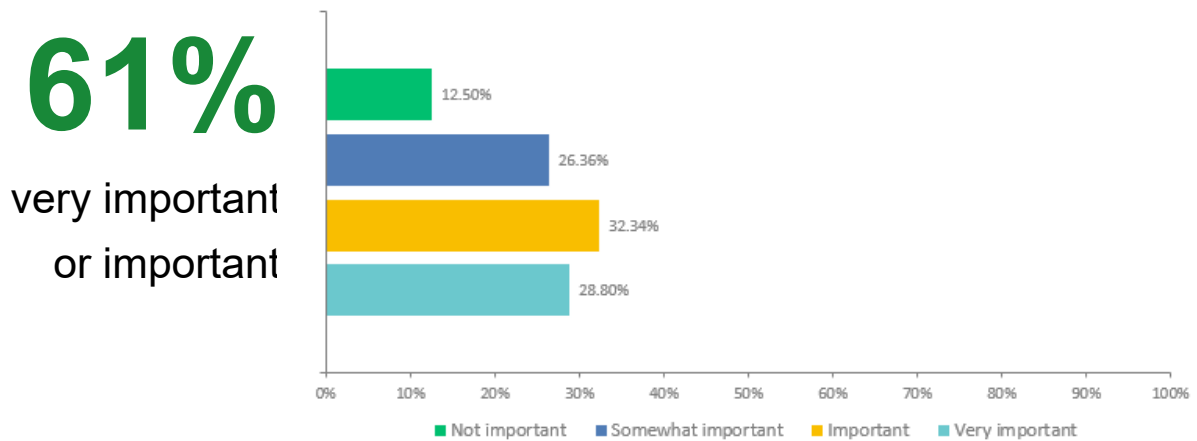
4.6.2. Walking is safe



4.6.3. Walking is comfortable



4.6.4. Walking is fun



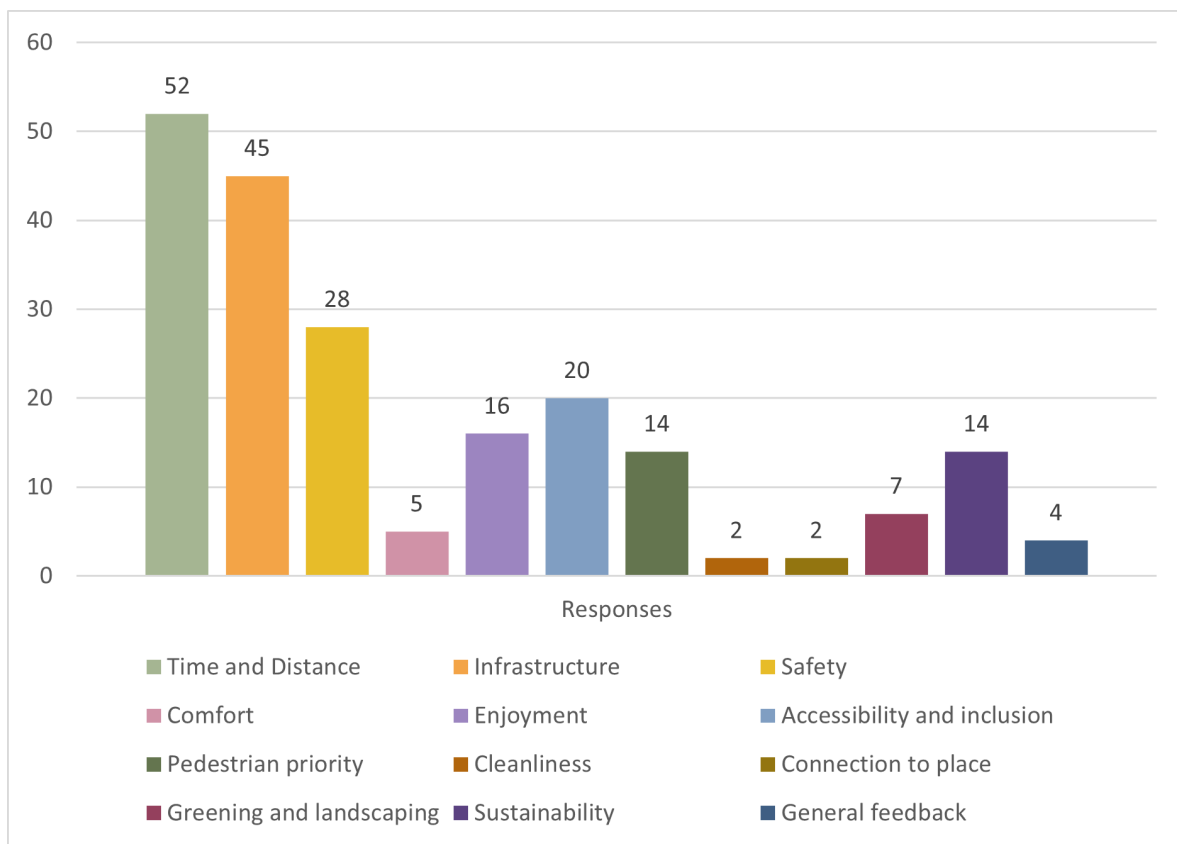
4.7. Additional feedback on walking needs

Question: Do you have any specific additions to the walking needs mentioned above?

We asked people if there are any additional walking needs that should be included in the Strategy and Action Plan. These have been themed and are shown in the below table.

Most of the responses reflected the “heirarchy of needs” outlined in the draft Strategy and Action Plan. These suggestions supported the draft. Several comments stressed the importance of time and distance. This is included in the heirarchy of needs and has now been highlighted in the heirarchy diagram in the Strategy and Action Plan following feedback.

There was significant overlap with responses to the open ended question (Question 10) which asked respondents if they had any feedback on a specific strategy or action. We have included these in our summary table (section 4.10).



52

responses about
**time and
distance needs**

Respondents shared ideas to improve connectivity and convenience. They suggested integrating walking with other ways to get around, such as public transport, and reducing barriers like long wait times at traffic lights to make walking faster and convenient.

They also suggested walking should connect easily to local shops, businesses and public transport with footpaths and crossings.

45

responses about
**infrastructure
needs**

Respondents shared infrastructure needs for walking, suggesting more footpath space, better lighting, trees, public toilets and shelter.

They also suggested lowering vehicle speed limits and vehicle numbers.

Additionally, responses included support for more pedestrian crossings and reducing wait times traffic signal times to make walking safer and easier.

28

responses about
safety needs

Respondents highlighted safety needs for walking in the local area.

Some suggested solutions included dedicated bike lanes, removing electric hire bike parking from the footpath and reducing the speed of food delivery bikes on footpaths.

Other responses included improved visibility, reduced obstructions such as billboards, lowering speed limits to 30km/h for people driving, traffic calming measures and traffic lights that prioritise people walking.

4.8. Approval for the Walking Strategy as a framework

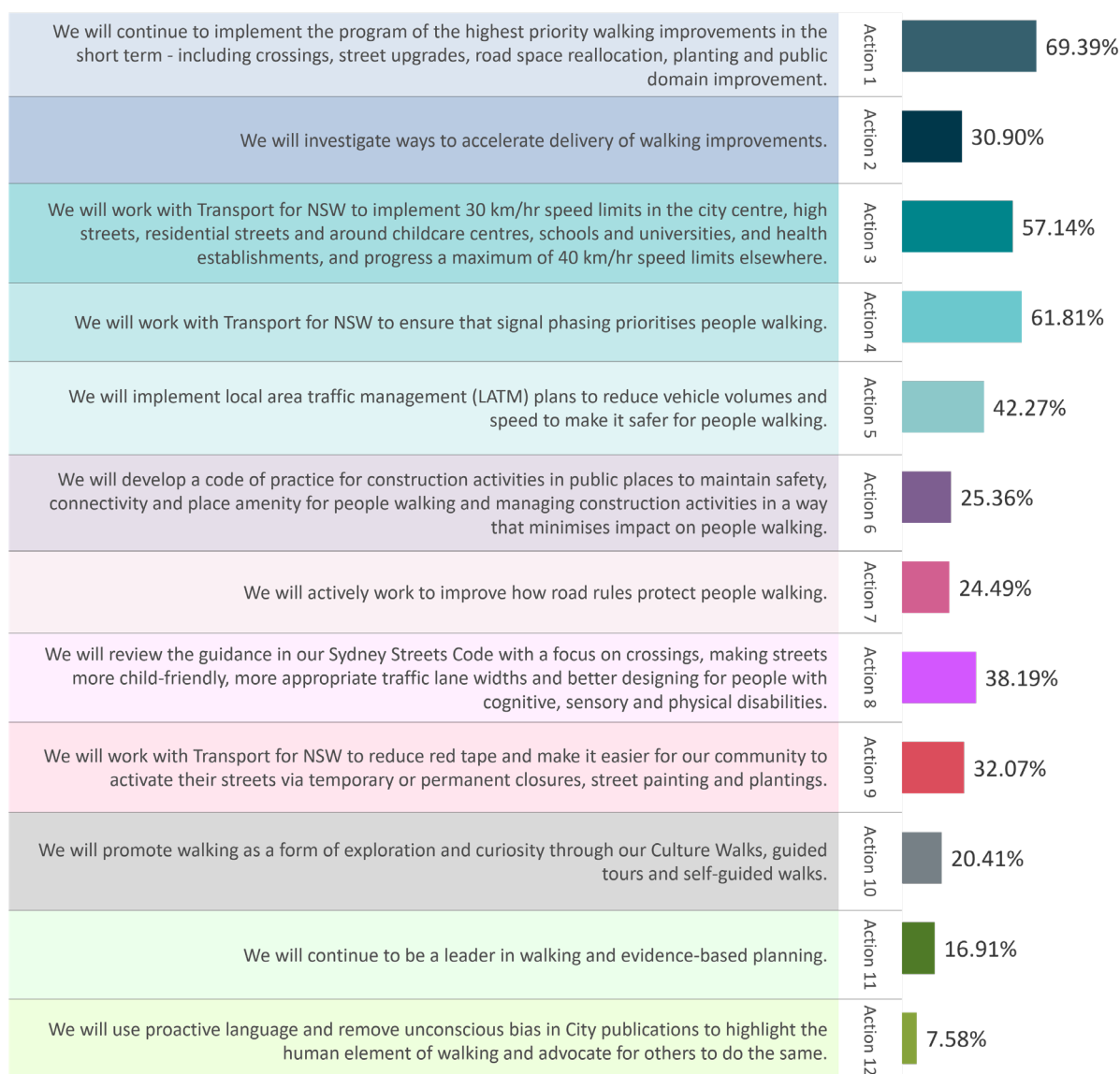
Question: Do you think the Walking Strategy and Action Plan provides the right approach to improving walking?

We asked respondents how well they thought the Walking Strategy and Action Plan provided a framework for improving walking in the city on a scale of not at all, moderately well and very well. Around 84 per cent of respondents chose ‘moderately well’ and ‘very well’.

4.9. Which actions are the most important?

Question: Select up to five walking actions in the Walking Strategy that are the most important to you.

Respondents were asked to pick up to five ‘most important actions’ out of the twelve included in the draft. Most respondents thought all 12 actions were important. Actions 1, 4, 3 and 5 ranked the most important. The feedback supports the proposed order of actions in the draft Strategy and Action Plan. Below is a summary of these responses.



4.10. Themes raised in feedback

Question: Do you have feedback on a specific strategy or action?

Question 10 was an open response, free-text question, asking respondents if they had any feedback on a specific strategy or action.

176 individual respondents provided responses to Question 10. Of these 12 were comments of general non-support, 14 were comments on specific locations and 4 comments were unrelated to the draft Strategy and Action Plan.

The following table summarises the issues raised by respondents. Many respondents raised multiple subjects in their response so the total in the ‘Number of responses’ column is greater than the number of individuals who responded.

Responses from the open response, free-text question asking respondents about additional needs that were feedback on a specific strategy or action have also been reported here.

The table also tallies and reports comments received via an individual submission (13).

Issues raised in organisational submissions are included as Appendix A.

Theme #	Themes and issues	Number of responses (most to least)	Hierarchy of walking needs	City of Sydney response
1	<p>Interactions between people walking and people riding bicycles.</p> <ul style="list-style-type: none"> Support for people walking and people riding having dedicated space. <p>Comments included:</p> <ul style="list-style-type: none"> Different speed requirements (notably e-bicycles). Negative experiences of people riding using footpaths and shared paths. Opposition to riders not following the road rules (cycling on footpaths, speeding, going through red lights) Delivery riders Support for dedicated parking not on the footpath 	59	Safe	<p><i>Changes made to Strategy and Action Plan.</i></p> <p>Noted. We have made changes to the Strategy and Action Plan to reflect these concerns, notably:</p> <ul style="list-style-type: none"> Clarification on the City’s approach added to Strategy A1 and B4. An 'explainer' box on rules related to people riding on the footpath added to Strategy B4. Addition to Action 7 that the City will advocate for the NSW Government to improve compliance of people riding on footpaths through its regulation of delivery companies and share bike operators. <p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Several of the actions in the Strategy and Action plan respond to this issue, namely:</p> <ul style="list-style-type: none"> Action 1 outlines the need to provide more space for people walking. Action 7 outlines that we will actively work to improve understanding, awareness, and compliance of road rules for people walking and people riding. Through Action 3 we are advocating for reduced speed limits in our area. This will make riding on streets safer. <p><i>City initiatives already underway.</i></p> <p>We recognise this is an on-going issue. We:</p> <ul style="list-style-type: none"> Will continue to implement our <i>Cycling Strategy and Action Plan</i>. Will continue to run our behaviour change programs including the regular (two to four times per week) <i>Share the Path</i> program which provides onsite education about courteous shared path use and cycle training courses. Are working with bike share operators to a) implement ‘slow zones’ where people on shared e-bikes cannot ride over 10 km/hr in areas with high levels of interactions with people walking and b) create mandatory parking areas for their bikes in Pymont, Ultimo, Circular Quay, Barangaroo and The Rocks, with a further nine precincts in the pipeline. Have written to the NSW Government asking them to improve the safety for people riding, to promote safer rider behaviour and to establish a permit system for bike share companies and food delivery companies. Have asked Transport for NSW to review their guidance and road rules which prevent the City from allowing bike parking on the road in locations where it does not pose a risk to safety. <p>Note: We recognise that there are safety issues with people walking and people cycling sharing space, however we note that people walking on a footpath are more likely to be injured or killed by someone driving than someone cycling.</p>
2	<p>Signalised intersections</p> <ul style="list-style-type: none"> Support for automatic pedestrian phases at signalised crossings throughout the city but especially in places where there are high levels of people walking. 	32	Possible	<p><i>Changes made to Strategy and Action Plan.</i></p> <p>Noted. We have made changes to Strategy A2 to clarify the City’s advocacy approach to signalised intersections.</p> <p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Many comments are covered within the Strategy and Action Plan, notably:</p>

Theme #	Themes and issues	Number of responses (most to least)	Hierarchy of walking needs	City of Sydney response
	<ul style="list-style-type: none"> Long wait times for people walking and the need to improve signal phases for people walking. That different types of signalised intersections such as count down timers or scramble crossings could be implemented. One comment that signalised intersections should be replaced with pedestrian-priority crossings. 			<ul style="list-style-type: none"> A key outcome of Direction 5 in the City’s strategic plan, <i>Sustainable Sydney 2030-50 Continuing the Vision</i> is that people are prioritised at key intersections, reducing wait times and improving safety. This strategy and action plan provides the framework to support this Direction. Through Action 4, we will continue to work with Transport for NSW to ensure that signal phasing prioritises people walking, advocating for automated pedestrian phases, a maximum wait time at intersections of 45 seconds for people walking with a target of 30 seconds and for more pedestrian priority signalised. Through Action 8, we will review the guidance in our <i>Sydney Streets Code</i> with a focus on providing guidance on location, selection and design of crossings and intersections. We will investigate the safety of signalised and unsignalised pedestrian crossings along with the community’s perception of different crossing types as part of reviewing our guidance.
3	<p>Calming and lowering the amount of traffic</p> <ul style="list-style-type: none"> Reducing or diverting vehicle traffic from local streets and residential streets. Improving major roads for walking to support local businesses. Reducing traffic volumes in the city centre. Reducing car parking rates for new developments 2 comments were not supportive of reducing traffic volumes. 	26	Safe	<p>Noted. No change required in Strategy and Action Plan</p> <p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Many of the comments align with the actions outlined in the draft, notably:</p> <ul style="list-style-type: none"> Through Action 1, we will finish delivering the set of traffic-calming initiatives identified in the Alexandria LATM, and complete streetscape and laneway projects that are committed / under construction including Zetland Avenue west, Green Square to Ashmore Connector, Castlereagh Street, Loftus Street, and the Primrose Avenue quiet way. Through Action 5, we will implement local area traffic management (LATM) plans to reduce vehicle volumes and speed to make it safer for people walking, focused on areas around schools and childcare centres, residential areas between state and regional roads and areas of high walking activity. Action 8 will provide guidance on traffic lane widths. Action 2 looks at improving walking in locations not picked up elsewhere. <p><i>City Initiatives already underway.</i></p> <p>Outside of this Strategy and Action Plan, the City is addressing these issues:</p> <ul style="list-style-type: none"> Reducing vehicle volumes and speeds to make the city centre and local neighbourhoods safer, healthier, and quieter and transforming the avenues that lead into central Sydney to provide more space for walking are key outcomes of Direction 5 in <i>Sustainable Sydney 2030-2050</i>. Our <i>Access Strategy and Action Plan</i> provides our approach to vehicle traffic. We will continue to link the supply of destination parking in developments to the relative level of access by public transport and to implement, review and update the car parking policies and controls to support the transition to a net-zero carbon and energy-efficient transport system by 2030, continue promoting more efficient modes of transport including walking, cycling and public transport and manage congestion (<i>City Plan 2036: Local strategic planning statement</i> I1.9). The City sets maximum parking rates in new development through <i>Sydney LEP 2012</i>. As these are maximum rates, there is no requirement by the City for parking in new development. The maximum rates are set by land use, dwelling size, and proximity to transport and other services. For residential development, the rates are typically less than 1 per dwelling. Our <i>Neighbourhood Parking Policy</i> tries to balance the competing needs of kerbside parking and the LEP approach and places a blanket restriction on residents of newly built apartment buildings having access to on-street parking permits. This Strategy and Action Plan does not alter these rates.

Theme #	Themes and issues	Number of responses (most to least)	Hierarchy of walking needs	City of Sydney response
4	<p>Speed of people driving.</p> <ul style="list-style-type: none"> That local roads and areas of high pedestrian traffic should have a 30 km/h speed limit. Small side streets and laneways should have a 10 km/h speed limit. That streets should be designed with a “design speed” of 30km/h or less. 7 respondents did not support reducing speed limits. 	24	Safe	<p>Noted. No change required in Strategy and Action Plan.</p> <p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Several of the actions in the Strategy and Action Plan responds to these issues, namely:</p> <ul style="list-style-type: none"> Action 1: We will also implement three new shared zones and upgrade the streetscape in line with the City’s shared zone design palette to indicate to drivers to drive at 10 km/h. Action 3: The City will work with Transport for NSW to implement 30 km/hr speed limits in the city centre, high streets, residential streets and around childcare centres, schools and universities, and health establishments, and progress a maximum of 40 km/hr speed limits elsewhere. Action 8: We will review the street design guidance in our <i>Sydney Streets Code</i>. <p>Transport for NSW only recognise 10km/h as a valid speed limit for ‘shared zones’, which can be expensive to implement. Therefore these need to be prioritised across our area based on highest need.</p>
5	<p>Reduce footpath clutter</p> <ul style="list-style-type: none"> Suggestions to reduce clutter created by shared bike and e-bike parking, advertising panels, residential rubbish bins, poles for road signs and other non-walking infrastructure and clutter in the space around bus shelters. <p>Maintain clear walking zones (accessible path of travel).</p>	23	Possible	<p><i>Changes made to Strategy and Action Plan</i></p> <p>Noted. Updated Strategy A1 to explain the City’s approach to clear walking paths.</p> <p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Strategy A1 provides the City’s approach:</p> <ul style="list-style-type: none"> We will remove or relocate utilities such as redundant Ausgrid poles in around 50 locations to reduce footpath clutter (part of Action 1). We will look at opportunities to consolidate or remove redundant signage (part of Action 1). In addition to this we will look to increase space for people to walk by reallocating road space. <p><i>City initiatives already underway.</i></p> <p>Outside of this Strategy and Action Plan, we:</p> <ul style="list-style-type: none"> Are working with bike share operators to create mandatory parking areas for their bikes in Pyrmont, Ultimo, Circular Quay, Barangaroo and The Rocks, with a further nine precincts in the pipeline. Have asked Transport for NSW to review their guidance and road rules that are preventing the City from placing bike parking on the road in locations where it does not pose a risk to safety.
6	<p>Support for pedestrian-only streets and shared zones, both permanent and temporary.</p> <p>Many comments referenced expanding the pedestrian area in the city centre and wanting to see more temporary street closures such as the Sydney Streets program.</p>	18	Safe	<p>Noted. No change required in Strategy and Action Plan.</p> <p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>The Strategy and Action Plan responds to these issues, in particular:</p> <ul style="list-style-type: none"> Strategy B2: In the city centre, we will investigate reducing through-traffic by reallocating road space from vehicles to people or pedestrianising streets. Action 1: We will implement a program of the highest priority walking improvements. Action 1: We will finalise the George Street South pedestrianisation and upgrade and will undertake the permanent pedestrianisation of George Street North. Action 9: We will work with Transport for NSW to reduce red tape and make it easier for our community to activate their streets via temporary or permanent closures, street painting and plantings.
7	<p>Pedestrian crossings</p> <ul style="list-style-type: none"> Support for more pedestrian crossings throughout the city, including zebra and 	15	Possible	<p><i>Changes made to Strategy and Action Plan</i></p> <p>Noted. In response to submissions, we have altered the wording of Action 8 and Strategy A2 to include reviewing the accessibility of different crossing types and to highlight that we will review the guidance in</p>

Theme #	Themes and issues	Number of responses (most to least)	Hierarchy of walking needs	City of Sydney response
	<p>wombat crossings, continuous footpath treatments and other crossings.</p> <ul style="list-style-type: none"> • They wanted us to prioritise local streets, high streets, and small roundabouts, along with walking routes to schools. • Several submissions requested that we improve the design of crossings for people with disability. 			<p>our <i>Sydney Streets Code</i> with a focus on providing guidance on location, selection and design of crossings and intersections and reviewing how our guidance relates to designing for people with cognitive, sensory, and physical disability.</p> <p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Several of the actions respond to these comments, in particular:</p> <ul style="list-style-type: none"> • Action 1: We will install approximately 30 continuous footpath treatments, 12 raised crossings (wombat crossings), four at-grade crossings (zebra crossings) and one pedestrian refuge crossing. We will also upgrade three new signalised pedestrian crossings and upgrade two intersections that are missing pedestrian crossings. • Action 2: We are proposing to double the rollout of both zebra and wombat crossings compared to the current plan to address these priority areas. We will seek funding for this.
8	<p>Accessibility</p> <p>The need to provide walkable environments for everyone including people with mobility, sensory or physical disability, people pushing prams, children, older people, and vulnerable people.</p> <p>This includes accessible crossings.</p>	13	Possible	<p><i>Changes made to Strategy and Action Plan.</i></p> <p>Agreed. In response to submissions, we have altered the wording in the Strategy and Action Plan to:</p> <ul style="list-style-type: none"> • Emphasise accessibility within Strategy B3, C2 and E3. • Action 8 and Strategy A2 to include reviewing the accessibility of different crossing types and to highlight that as part of reviewing our guidance in our <i>Sydney Streets Code</i> we will review how our guidance relates to designing for people with cognitive, sensory and physical disability. <p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Several of the actions within the Strategy and Action Plan respond to these comments, in particular:</p> <ul style="list-style-type: none"> • Action 1: We will install approximately 110 new kerb ramps (including replacing around 20 kerb ramps that are currently not compliant with accessibility standards). We will widen footpaths or build kerb extensions to narrow crossing distance in approximately 20 locations. • Action 8: We will review how the guidance in our <i>Sydney Streets Code</i> relates to designing for people with cognitive, sensory and physical disability. • Action 11: We will continue to undertake research on behaviour change and attitudes to walking and cycling in order to implement evidence-based planning. • Action 12: We will use proactive language and remove unconscious bias in City publications to highlight the human element of walking and advocate for others to do the same. <p>Note: We have sought the input from key stakeholders in the development of this strategy and action plan and will continue to engage with our communities (as appropriate) on upgrades, projects, and programs.</p>
9	<p>Road rules</p> <p>Comments included:</p> <ul style="list-style-type: none"> • That we should include people cycling and people walking in our education and advocacy on road rules • Enforcement of road rules • Clarify the road rules that prioritise people walking 	11	Safe	<p><i>Changes made to Strategy and Action Plan.</i></p> <p>Noted. We have made changes to the Strategy and Action Plan to reflect these concerns, notably:</p> <ul style="list-style-type: none"> • Clarification on the road rules in Strategy B4. • An 'explainer' box on rules related to people riding on the footpath added to Strategy B4. • Addition to Action 7 to improve the compliance of people riding on footpaths. <p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Strategy A1 and Action 7 provides the City’s approach, including that we will actively work to improve how road rules relate to people walking by increasing awareness and understanding of existing road rules related to walking, working with the NSW government to promote driver and cyclist compliance with road</p>

Theme #	Themes and issues	Number of responses (most to least)	Hierarchy of walking needs	City of Sydney response
				<p>rules relevant to people walking, advocating for legislative reform to improve road rules related to people walking and by clarifying road rules.</p> <p><i>City initiatives already underway.</i></p> <p>We will continue to implement our <i>Share the Path</i> program which provides cyclist education training including on road rules.</p>
10	<p>Trees</p> <p>Provide more trees and greening along major walking routes</p>	10	Comfort	<p><i>City initiatives already underway.</i></p> <p>Supported. Through our tree planting program, we will plant at least 700 trees per year over the next 3 years, totalling 2,100 trees. This includes a minimum of 50 in-road trees in the parking lane per year, or 150 trees over the 3-year period. After 2026, a greater proportion of the trees planted will be in-road.</p>
11	<p>Better footpaths</p> <p>This includes fixing damaged pavers, maintaining crosswalks and upgrading signage.</p> <p>Increasing footpath space.</p> <p>Footpaths are slippery when wet.</p>	9	Safe / Possible	<p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Action 1, 2 and 8 respond to this. We have allocated \$15 million towards upgrading and renewing our footpaths and a further \$17 million for upgrading asphalt footpaths to granite pavers. This is being done in line with the <i>Liveable Green Network</i> initiative from <i>Sustainable Sydney 2030–2050</i>.</p> <p><i>City initiatives already underway.</i></p> <p>We encourage people to notify us of maintenance issues.</p> <p>Our pavers comply with the Australian Standard. We review reports of slipping with a view to ensuring that our footpaths continue to be safe.</p>
12	<p>Street furniture</p> <p>The need for more seating, public toilets, and drinking water fountains.</p>	9	Comfort	<p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>We have allocated around \$450,000 towards new street furniture, including seating, toilets, and water fountains and a further \$400,000 for furniture upgrade and renewal (Action 1).</p> <p><i>City initiatives already underway.</i></p> <p>We will provide regular seating and other amenities such as public toilets and water fountains through our street furniture program. We will use the <i>Liveable Green Network</i> to prioritise the location of new street furniture.</p>
13	<p>Weather protection</p> <p>Shade and weather protection along major walking routes and particularly at intersections</p>	8	Comfort	<p><i>Changes made to Strategy and Action Plan.</i></p> <p>Noted. We have made changes to Action 8 to include that we will investigate further opportunities to provide shade and shelter on our streets.</p> <p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Several actions address these issues, namely:</p> <ul style="list-style-type: none"> • Action 1. • Reducing waiting times at intersections will reduce the impact of waiting in weather (Action 4). <p><i>City initiatives already underway.</i></p> <p>Some new buildings are required to provide awnings through the planning process.</p>
14	<p>On-street parking</p> <p>Responses here primarily supported the removal of on-street parking, however some comments focused on the need to have on-</p>	8	Safe	<p><i>Changes made to Strategy and Action Plan.</i></p> <p>Noted. We have updated Strategy A3 to include mobility parking.</p> <p><i>City initiatives already underway.</i></p>

Theme #	Themes and issues	Number of responses (most to least)	Hierarchy of walking needs	City of Sydney response
	street parking available for people with disability and deliveries.			Our approach to on-street parking is outlined in: <ul style="list-style-type: none"> • Our <i>Central Sydney On-Street Parking Policy</i> which prioritises on-street parking for taxis, delivery, and mobility purposes in the Central Sydney area. • Outside Central Sydney, our <i>Neighbourhood Parking Policy</i> tries to balance the competing needs of kerbside parking. • Through our <i>Inclusion (Disability) Action Plan 2021–2025</i> we will continue to explore and implement strategies to increase access to on-street and off-street accessible parking and drop-off points in our area.
15	Vehicle access That vehicle access needs to be maintained	7	Safe	<i>The Strategy and Action Plan responds to these issues.</i> We can reduce traffic volumes on surface streets in our local area through local area traffic management plans and low speed treatments to reduce through-traffic while still enabling local vehicle access, i.e. access for people that are going to that destination. Vehicle access for people that need to drive to be there will be maintained. <i>City initiatives already underway.</i> Our approach to balancing the needs of various forms of transport, including for people who drive, is outlined in our <i>Access Strategy and Action Plan</i> .
18	Large SUVs That large personal vehicles, such as large SUVs, need to be disincentivised and access limited.	6	Safe	Beyond scope of Strategy and Action Plan. No changes to document.
16	Road pricing The need for road pricing, including increasing tolls, increasing parking costs and/or exploring a tax on vehicles entering the city centre.	7	Safe	Beyond the scope of Strategy and Action Plan. No changes to document. <i>City initiatives already underway.</i> This issue is addressed in the City's: <ul style="list-style-type: none"> • <i>Access Strategy and Action Plan</i> (Action 17). • <i>Electrification of Transport in the City Strategy and Action Plan</i> (Action 4).
19	Road reallocation Space needs to be taken from vehicle lanes and given to people walking (and people riding bicycles)	6	Possible	<i>The Strategy and Action Plan responds to these issues.</i> In the city centre, we can reduce through-traffic by reallocating road space from vehicles to people or pedestrianising streets.
20	Noise and air pollution Noise and air pollution needs to be reduced to improve walking environments. Reduce motorcycle noise.	6	Comfort	<i>The Strategy and Action Plan responds to these issues.</i> Noted. This is in line with this Strategy and Action Plan. Reducing traffic volumes also reduces noise and air pollution.
21	Tactical urbanism and trialling infrastructure changes. Using temporary infrastructure to test changes such as temporary pocket parks and crossings.	5	Fun	<i>The Strategy and Action Plan responds to these issues.</i> We will work with Transport for NSW to reduce red tape and make it easier for our community to activate their streets via temporary or permanent closures, street painting and plantings (Action 11).

Theme #	Themes and issues	Number of responses (most to least)	Hierarchy of walking needs	City of Sydney response
22	Community events and temporary closures. Support for the Sydney Streets program	5	Fun	<i>The Strategy and Action Plan responds to these issues.</i> Noted. No changes to the document.
23	Construction impacts. Mitigating the impact of construction activities on people walking, including for people with disability. Additional comments included that: <ul style="list-style-type: none">• Construction should not be able to close footpaths.• Footpaths should be repaired after construction activities have completed.	5	Possible	<i>The Strategy and Action Plan responds to these issues.</i> Noted. Action 6 addresses this issue: We will develop a code of practice for construction activities in public places that provides guidance on how to maintain safety, connectivity and place amenity for people walking. This will inform the basis of permitting and managing construction activities in a way that minimises impact on all people walking.
24	Public transport. Public transport extends the walking trip and public transport needs to be aligned and accessible to enable a walkable city	5	Possible	<i>Changes made to Strategy and Action Plan.</i> Agreed. Text added to Strategy A3 to emphasise that public transport expands the ten-minute city. <i>City initiatives already underway.</i> <ul style="list-style-type: none">• SS2030-2050 Direction 5: A City for walking, cycling and public transport responds to this issue.• We will continue to work with Transport for NSW, and advocate to them, to improve public transport access and interchange in our area. Our advocacy actions for public transport are outlined in our <i>Access Strategy and Action Plan</i>.
25	Off-street parking Reduce off-street parking	4	Safe	Outside of the scope of this Strategy and Action Plan. <i>City initiatives already underway.</i> <ul style="list-style-type: none">• We will continue to implement, review and update the car parking policies and controls to support the transition to a net-zero carbon and energy-efficient transport system by 2030.• The City sets maximum parking rates in new development through <i>Sydney LEP 2012</i>. As these are maximum rates, there is no requirement by the City for parking in new development. The maximum rates are determined by land use, dwelling size, and proximity to transport and other services. For residential development, the rates are typically less than 1 per dwelling.
26	E-scooters The use of e-scooters on the footpath and the conflict with people walking. One respondent asked that we make it easier for e-scooters. The other respondents commented on the conflict.	4	Safe	<i>Changes made to Strategy and Action Plan.</i> Clarification was added to the definition that walking does not include motorised scooters ('e-scooters'). <i>City initiatives already underway.</i> E-scooters are currently illegal on public roads and footpaths in NSW outside approved trial areas. Their use is being trialled in several locations. The City is not part of these trials but will continue to work with the NSW Government and to monitor the outcomes of trials.
28	Child friendly streets Create more child friendly streets. Upgrade walking routes to schools.	4	Possible	<i>Changes made to Strategy and Action Plan.</i> <ul style="list-style-type: none">• 'Schools' has been added to Action 2 (Tranche 2 walking improvements).• Working with the Department of Education has been added to the roles and responsibilities section to make it clear that we will work collaboratively as required. <i>The Strategy and Action Plan responds to these issues.</i>

Theme #	Themes and issues	Number of responses (most to least)	Hierarchy of walking needs	City of Sydney response
				<p>Several actions in the Strategy and Action Plan respond to these issues, namely:</p> <ul style="list-style-type: none"> • Action 8: We will review the guidance in our <i>Sydney Streets Code</i> with a focus on providing guidance on how to create child-friendly streets. • Action 3: We will also work with Transport for NSW to implement 30 km/hr speed limits around childcare centres, schools, and universities. • Action 5: LATM plans to reduce vehicle volumes and speed to make it safer for people walking in areas around schools and childcare centres.
29	<p>Land use</p> <p>The need to integrate land use and urban design when planning for walking to provide destinations and interest.</p> <p>Consider planning rules to enable the “10-minute” city.</p> <p>Include the developmental impact on walking level of service when approving new developments.</p>	4	Possible / Fun	<p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Agreed. Strategy A3 supports our planning process and our commitment to 10-min neighbourhoods.</p> <p><i>City initiatives already underway.</i></p> <p>Major developments often provide walking space assessments as part of development approval process.</p>
30	<p>Lighting</p> <p>Footpath lighting is needed to improve safety</p>	4	Safe	<p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Agreed. We will install new street lighting in six locations specifically to improve the walking experience (Action 1). We can look at areas with inadequate lighting as part of walking improvements (Action 2).</p>
31	<p>Interest</p> <p>Provide artwork, landmarks, landscaping, and other iconic features along walking routes</p>	3	Fun	<p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Strategy D responds to this.</p> <p><i>City initiatives already underway.</i></p> <ul style="list-style-type: none"> • The City’s <i>Greening Sydney Strategy</i> ensures our streets includes landscape and urban canopy where possible. • The City’s public art policy acknowledges the vital role of art in the overall strategic planning of the city and the implementation of SS2030–2050. In many instances artwork provides landmarks and legibility along walking routes.
32	<p>Wayfinding</p> <p>Street signs and wayfinding is needed.</p> <p>Include Indigenous names and stories.</p>	3	Comfort	<p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Action 1 responds to this.</p> <p><i>City initiatives already underway.</i></p> <p>We will continue the rollout of new wayfinding signage.</p>
33	<p>Partnering</p> <p>The City needs to work with state government agencies and large institutions to implement this plan</p>	2	Possible	<p><i>Changes made to Strategy and Action Plan</i></p> <p>Agreed. This is aligned with the Strategy and Action Plan. Clarification has been added to the roles and responsibilities section to highlight that we will continue to work collaboratively with NSW Government agencies including Transport for NSW and the Education, along with institutions, such as universities, within our area.</p>
34	<p>Drainage</p> <p>The impact of storm water on footpaths.</p>	2	Possible	<p>Noted. No changes to the document.</p>

Theme #	Themes and issues	Number of responses (most to least)	Hierarchy of walking needs	City of Sydney response
35	Gradient It is important that footpaths are not too steep	2	Possible	Noted. No changes to the document.
36	Parks The use and maintenance of city parks should be addressed	2	Comfort	Noted. No changes to the document.
37	Delivery vehicles Access for delivery vehicles needs to be maintained	2	Safe	Noted. The City’s approach for delivery vehicles is outlined in the City’s <i>Access Strategy and Action Plan</i> .
38	Safety from other people	2	Safe	Noted. Providing more space, footpaths on both sides of the road, active street frontages and lighting can help increase safety.
39	Keep left when walking	2	Safe	Outside scope of the Strategy and Action Plan. Not changes to the document.
40	Revitalise city laneways	1	Fun	<p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Action 1 responds to this. We will complete streetscape and laneway projects that are committed or already under construction including Zetland Avenue west, Green Square to Ashmore Connector, Castlereagh Street, Loftus Street, and the Primrose Avenue quiet way.</p> <p><i>City initiatives already underway.</i></p> <ul style="list-style-type: none"> The City’s <i>Laneways Revitalisation Program</i> aims to transform city centre lanes and underused spaces to improve pedestrian connectivity and the quality of the public domain. To date, a total of 25 lanes in the city centre have been upgraded, including much loved spaces such as Angel Place, Ash Street, Tank Stream Way and Penfold Lane. This is aligned with the Laneway Commons <i>Sustainable Sydney 2030-2050 Transformative Project</i>.
41	Banning texting while walking	1	Safe	Outside scope of the Strategy and Action Plan. No changes to the document.
42	Low emission zone	1	Comfort	Out of scope of the Strategy and Action Plan. The City’s <i>Electrification of Transport in the City Strategy and Action Plan</i> and <i>Access Strategy and Action Plan</i> address this.
43	Homeless strategy is needed to improve walking	1	Comfort	Out of scope of the Strategy and Action Plan. This is covered in the City’s <i>A City for All – Homelessness Action Plan</i> .
44	Connectivity across major roads and other infrastructure	1	Possible	<p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Agreed. Strategy A2 responds to this. We will improve connectivity for people walking by ensuring there are frequent street crossings that give people priority and that align with people’s walking routes. We will ensure that footpaths and crossings are accessible so that everyone can use them.</p>
45	Leadership City staff should be frequently upskilled in walking requirements	1	Possible	<p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Noted. As part of Action 11.</p>

5. Focus group findings

The City engaged People With Disability Australia to facilitate a focus group to undertake a targeted discussion about language used in the draft Strategy and Action Plan on advice received from the Inclusion (Disability) Advisory Panel in June 2023.

10 participants were asked to look at the terminology used and areas for improvement to make sure that the Strategy and Action Plan was inclusive. The table below summarises the discussion of the focus group and provides a response where appropriate.

Issue	City of Sydney response
General support for strategy	Noted.
<p>The term ‘walking’ does not capture everyone.</p> <p>Participants shared concerns that the term ‘walking’ may not define people who move about in different ways including wheelchair users or people with disability.</p> <p>Participants suggested the title ‘pedestrian strategy’ may be more inclusive</p>	<p><i>Changes made to Strategy and Action Plan</i></p> <p>Noted. We have amended the definition of walking used to reflect better that walking includes people who use mobility and sensory aids.</p> <p>The Strategy and Action Plan (Section 1) defines the term ‘walking’ to include all people moving on the footpath; people using mobility and sensory aids, including wheelchairs (motorised and manual) and walkers; people pushing prams and other carrying devices including for deliveries; and people using unpowered scooters, skateboards, and rollerblades.</p> <p>Noted. We have amended the title by putting “<i>A city for walking</i>” in italics and quotation marks to make the reference to Sustainable Sydney 2030-2050 clearer. While the title ‘pedestrian strategy’ was considered, we chose to retain the original title adding italics (“A City for Walking”: Strategy and Action Plan – Continuing the Vision) for three reasons:</p> <ol style="list-style-type: none"> 1. The title is a direct quote from Direction 5 in <i>Sustainable Sydney 2030-2050</i> “A city for walking, cycling and public transport’, so the use of this title maintains a direct reference to the strategy that it responds to. 2. The City tries to use human-centred language wherever possible (e.g. ‘people walking’ rather than pedestrian, ‘people cycling’ rather than cyclist). This is Action 12 in the associated action plan. 3. This strategy is trying to speak to the whole experience of walking, while ‘pedestrian’ is typically referring to only the more physical / infrastructure-related components of walking. The term pedestrian is used in reference to specific infrastructure.

Issue	City of Sydney response
<p>Action 6</p> <p>Participants noted that consulting people with disability when implementing Action 6 is important as there are unique safety issues that can arise for people with disability due to construction impacts.</p>	<p>Noted. No changes to document. This is part of implementation of Action 6.</p>
<p>Language continuity</p> <p>It was suggested that a language guide should be used when developing City documents to improve continuity and clarity.</p>	<p>Noted. At the City of Sydney, we want our messages to be clear, inclusive, and consistent. We use a style guide to help us do this for all our communications. This guide covers emails, web content, reports, and social media posts. We have noted the feedback and look to continually update our internal guidance.</p>
<p>Format of strategy document</p> <p>Participants requested improvements to document accessibility and to provide materials in another formats including video, braille, Easy Read, or a word document.</p>	<p>Noted. While the City aims to provide information in equally accessible formats, some resources can only be provided efficiently as PDF files. If people require any information on the site in an alternative format such as braille, audio, large text or easy English, they can contact the City by completing our online Accessible format request form through this webpage: https://cityofsydney.jotform.com/230467034139958.</p>

Appendix A – Organisational Submissions

The City received 10 submissions from organisations. The table following presents a summary of the issues raised in these submissions along with the City’s response.

Organisation	Topic raised	City of Sydney response
Pymont Action	Interaction and safety with e-scooters. <ul style="list-style-type: none"> • More signage needed 	<p><i>Changes made to Strategy and Action Plan.</i></p> <p>Clarification was added to the definition that walking does not include motorised scooters ('e-scooters').</p> <p><i>City initiatives already underway.</i></p> <p>Noted. E-scooters are currently illegal on public roads and footpaths in NSW outside approved trial areas. Transport for NSW is overseeing e-scooter trials in several locations. City of Sydney is not part of these trials. The City will continue to work with the NSW Government on an approach to e-scooters.</p>
	People walking need to follow the road rules	<p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Action 7 addresses this.</p>
	Hire bikes blocking footpaths and signage	<p><i>City initiatives already underway.</i></p> <p>Noted. We note that this is an on-going issue and:</p> <ul style="list-style-type: none"> • Are working with bike share operators to encourage them to create mandatory parking areas for their bikes in Pymont, Ultimo, Circular Quay, Barangaroo and The Rocks, with a further nine precincts in the pipeline. • Have written to the NSW Government asking them to establish a permit system for bike share companies. • Have asked that Transport for NSW review their guidance and road rules which prevent the City from allowing bike parking on-street in locations where it does not pose a risk to safety.
Department of Education	Considerable movement with the City of Sydney area of students travelling to / from school	Noted. Information only. No changes to document.

Organisation	Topic raised	City of Sydney response
	<p>Consider adopting the TfNSW’s <i>Walking Space Guide</i> which recommends a minimum width of 3m for footpaths in the frontage of all schools in the city to encourage walking.</p>	<p>Noted. The City was involved in the development of the <i>Walking Space Guide</i> and uses it to inform required footpath widths across our area, including schools. No changes to document.</p>
	<p>Include an action on how to improve pedestrian priority / refuges at 4-lane roundabouts and 4-lane roads working with Transport for NSW.</p>	<p>Noted. This will be included in the review of the guidance in our <i>Sydney Streets Code</i> (Action 8). No changes to document.</p>
	<p>Provide the infrastructure required to achieve the greatest possible active travel mode share by students within the City of Sydney area. This includes:</p> <ul style="list-style-type: none"> • Public transport access • Crossing (signalised and unsignalised) in areas around schools • Prioritise areas around schools in Tranche 1 (Action 1) and Tranche 2 (Action 2) 	<p><i>The Strategy and Action Plan responds to these issues.</i></p> <p>Noted. Many of the actions in the Strategy and Action Plan address these issues, specifically Actions 1, 2, 3, 4, 5 and 8. Action 1 items have already been committed. Many of these items are in the area around schools.</p> <p><i>Changes made to Strategy and Action Plan</i></p> <p>‘Schools’ have been specifically mentioned in Tranche 2 in Appendix B.</p>
<p>Guide Dogs NSW/ACT</p>	<p>General support for the Strategy and Action Plan</p> <p>Concern about the accessibility of shared zones and other mixed transport areas and flush finish road crossings (such as continuous footpath treatments) for people with low vision or blindness.</p> <p>Designs must incorporate the needs of people who are blind or have low vision.</p>	<p>Noted, with thanks.</p> <p><i>Changes made to Strategy and Action Plan</i></p> <p>Noted. We have:</p> <ul style="list-style-type: none"> • Added text to emphasise accessibility in Strategy B3, C2 and E3. • Added wording to Action 8 and Strategy A2 to include reviewing the accessibility of different crossing types and to highlight that in our review of the guidance in our <i>Sydney Streets Code</i> we will review how our guidance relates to designing for people with cognitive, sensory and physical disability.

Organisation	Topic raised	City of Sydney response
	Need for a clear path of travel along the building line along with sufficient space be provided for people to be able to walk comfortably and safely.	<i>Changes made to Strategy and Action Plan</i> Noted. Updated Strategy A1.
	Recommends looking at the use of TGSIs.	Noted. We will review this when we review our guidance in our <i>Sydney Streets Code</i> (Action 8). No changes to document.
	Requests further consultation and to work with the City to ensure guidance developed by the City is inclusive for people who are blind or have low vision.	We will continue to engage with our community (as appropriate) on upgrades, projects, and programs. We have sought the input from key stakeholders in the development of this strategy and action plan.
Bicycle NSW	Strong support for the strategy and action plan. Compliments on the leadership and view of walking as transport and as public life	Noted, with thanks.
	Support for road space reallocation	Noted. Strategy A responds to this.
	Support the planting of trees within the carriageway	Noted. The Strategy and Action Plan responds to this.
	Support for signal phasing to support walking, particularly for default green crossings in low-traffic areas, and instant green for pedestrians and bike riders at off-peak times.	Noted. Strategy A2 responds to this.
	Support 30 km/hr speed limits in the city centre, high streets, residential streets and around childcare centres, schools, universities, and health establishments, with a maximum of 40 km/hr elsewhere.	Noted. Strategy B1 responds to this.
	Walking should be for all ages	<i>Changes made to Strategy and Action Plan.</i>

Organisation	Topic raised	City of Sydney response
		Noted. This has been emphasised.
	Supports the approach to declutter footpaths.	Noted. Strategy A1 responds to this.
	Collaborate with WalkSydney, BIKEast, Bike Sydney and Bicycle NSW	We will continue to engage with our community (as appropriate) on upgrades, projects, and programs. We have sought the input from key stakeholders, including WalkSydney, in the development of this strategy and action plan.
BIKEast	General support for the Strategy and Action Plan	Noted with thanks.
	Reduction of clutter on footpaths to consider all infrastructure types and path types.	Noted. The Strategy and Action Plan responds to this.
	Shared paths are an important part of the cycling network.	<i>Changes made to Strategy and Action Plan.</i> Noted. Our approach to shared paths has been updated in the Strategy and Action Plan.
	Support for the <i>Share the Path</i> and behaviour change programs	Noted. This is outside of the scope of the Strategy and Action Plan.
	Path surfaces – including restoration after construction – limit usability.	Noted. Action 6 responds to this.
	Collaborate with WalkSydney	We will continue to engage with our community (as appropriate) on upgrades, projects, and programs. We have sought the input from key stakeholders, including WalkSydney, in the development of this strategy and action plan.
UTS	Support for the Walking Strategy and Action Plan	Noted with thanks.
	<ul style="list-style-type: none"> The amenity of the education quarter is impacted by 3 state roads (Broadway, Wattle Street and Harris Street) with differing 	Noted. No changes to document.

Organisation	Topic raised	City of Sydney response
	responsibilities for the roads and public domain within their area.	
	That the 'city education quarter' be acknowledged and defined within the Strategy and Action Plan	Noted. While the City acknowledges the importance of the education cluster around UTS, the Walking Strategy and Action Plan does not define / name new precincts.
	That the City facilitate engagement and collaboration with key city education quarter stakeholders, including Transport for NSW and Placemaking NSW.	Noted, outside of the scope of this Strategy and Action Plan.
Mott MacDonald	Pedestrian comfort, shading and understanding of comfort levels (i.e. UTCI)	Noted. The Strategy and Action Plan responds to this.
	Document should include specific guidance / recommendations for pedestrian design.	Noted. No changes to document. This is a strategic document and action plan. Specific design guidance is more appropriate in the <i>Street Design Guide</i> and will be reviewed (Action 8).
	Support for decluttering	Noted. Strategy A1 responds to this.
	Remove push buttons at signals by a set time frame	Noted. Strategy A2 responds to this.
	Incentivise visiting the city centre in the evening	Noted. Out of scope of this Strategy and Action Plan. Aligns with actions being undertaken by the City.
	Add concrete measures to make nighttime walking safe.	Noted. Strategy B3 responds to this.
	More frequent street closures	Noted. Strategy D responds to this.
	Encourage bold and experimental urban design, playful interventions, and a purpose for certain walks (i.e. cultural walks)	Noted. This is supported by Action 10.

Organisation	Topic raised	City of Sydney response
	Increase community engagement and ownership/intervention.	Noted. This is supported by Action 9.
New South Wales Bar Association	The need to ensure that the Courts and Tribunals within the City of Sydney area are accessible to all (e.g. mobility parking, public transport access).	<ul style="list-style-type: none"> • Noted. This aligns with actions already being taken by the City, including: Through our <i>Inclusion (Disability) Action Plan 2021–2025</i> we will continue to explore and implement strategies to increase access to on-street and off-street accessible parking and drop-off points in the City of Sydney area. • We will continue to engage with Transport for NSW on the location of public transport access including bus stops.
ACON	Endorsement	Noted with thanks.
Transport for NSW	<p>Welcomes and supports the Strategy and Action Plan.</p> <p>Notably the principles associated with the use of design, activations, and installations to create community and encourage people to interact with their streets.</p> <p>Sydney Metro supports initiatives that improve the walking environment within and surrounding Metro Station precincts and will continue to collaborate with the City on these opportunities.</p>	Noted, with thanks.
	Footpath clutter	Noted. Strategy A1 responds to this.
	Include safety when assessing shared paths.	<p><i>Changes made to Strategy and Action Plan.</i></p> <p>Noted. An explainer box has been added to Strategy B4.</p>
	Bus shelters	<i>Changes made to Strategy and Action Plan.</i>

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Organisation	Topic raised	City of Sydney response
		Noted. Clarification has been added to roles and responsibilities table.
	Traffic signals support a safe walkable city as they include pedestrian lanterns and countdown timers	Noted, however priority crossings (zebra or wombats) should be used in preference where appropriate, particularly on local roads, as they give a higher degree of priority to people walking. It could be argued that for the same budget, multiple zebra crossings would provide greater improvement in safety for people walking than a single, signalised crossing.
	Reference for Strategy B3 Safety	<i>Changes made to Strategy and Action Plan.</i> Supported. Reference included in Strategy and Action Plan
	Principle D2. Suggest limiting the length of barriers used in outdoor dining.	Noted. Out of scope of Strategy and Action Plan. We will feed this into our review of our <i>Outdoor Dining Guidelines</i> .
	Reference NSW Guide to Walkable Public Space (April 2022).	<i>Changes made to Strategy and Action Plan.</i> Noted. Guide now referenced in Strategy A2.
	Include case studies of projects that have successfully supported the reallocation of road space (that the City and Transport have funded/ delivered).	Noted. Case studies for document already included. No changes to document.
	Transport advocates for the application of the Movement and Place Framework when considering traffic changes. General comments and support in principle for Action 1 and collaboration for Action 3	Noted. No changes to document.
	Supports in principle: Action 3, 7, 9	Noted. No changes to document.
	Tranche 1 – include locations	Noted. Given that locations may change due to changes in priority / budget, this information is internal only. No changes to document.

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Organisation	Topic raised	City of Sydney response
	<p>Definition of interchange</p> <p>Sydney Metro’s definition is the area and assets that facilitate easy, safe, and intuitive customer access to and egress from the public transport network, transfer between modes by accessible paths, entry to urban centres, and an efficient customer journey. The interchange includes the station. The interchange can have multiple sites that may not be connected and includes areas that are owned by other stakeholders.</p>	<p><i>Changes made to Strategy and Action Plan.</i></p> <p>Noted, however it is unclear whether Metro’s definition is clarified anywhere in public documents. Amended City’s definition to note that it is specifically for use in interpreting the Walking Space Guide given that the Guide itself does not include a definition.</p>