

Item: ENV044-21 Adoption of Georges River Transport Strategy 2021

Author: Senior Strategic Planner

Directorate: Environment and Planning

Matter Type: Committee Reports

RECOMMENDATION:

- (a) That Council adopt the Georges River Transport Strategy 2021, as amended.
- (b) That Council delegate authority to the General Manager to make minor modifications to any numerical, typographical, interpretation, formatting errors, if required, prior to notification of the adoption of the Georges River Transport Strategy 2021.
- (c) That the adopted Georges River Transport Strategy 2021 be published on Council's website.

EXECUTIVE SUMMARY

1. Cardno (consultants), in conjunction with Council, have prepared the Georges River Transport Strategy (the 'Transport Strategy') for Georges River LGA between late 2019 and mid-2021.
2. The draft Transport Strategy provides policy and directives for Council to enhance existing transport networks and plan for increased demand. The draft Strategy aligns with existing state and local strategies and plans.
3. Council, at its meeting on 29 June 2021, considered the draft Strategy and resolved that the draft Georges River Transport Strategy 2021 and Strategic Context Report (**Attachments 1 and 2**) be publicly exhibited for no less than 28 days.
4. Council exhibited the draft Transport Strategy for a period of 31 days from 7 July to 6 August 2021 and eleven submissions were received.
5. The key issues raised in the submissions were in relation to:
 - prioritisation for active transport;
 - request for footpaths on one side of the streets;
 - specific requests relating to bicycle network, including bike lanes for safe cycling;
 - inclusion of South Hurstville in the Centres Transport Strategy;
 - prioritisation for electric vehicle charging stations; and
6. specific comments from TfNSW to make the Strategy more legible and include references to latest traffic related standards and benchmarks.
7. This report provides an overview of the public exhibition, a summary and consideration of the submissions received, and recommends that Council adopt the Transport Strategy subject to amendments, as outlined in the report.

GEORGES RIVER TRANSPORT STRATEGY

8. Cardno, in conjunction with Council, have prepared the Georges River Transport Strategy (the 'Transport Strategy') over the period December 2019 to April 2021. The Transport Strategy provides policy and directives for Council to enhance existing transport networks

and plan for increased demand. The draft Strategy aligns with existing state and local strategies and plans.

9. The aims of the draft Transport Strategy include:
 - Integrating transport planning and land-use planning;
 - Identification of transport vision and objectives in alignment with state, regional and local planning;
 - Addressing the challenges of the existing transport network within Georges River LGA in the context of Sydney;
 - Addressing the growth and the needs of community, businesses and visitors;
 - Informing and supporting the Council's strategic plans; and
10. Identification of the actions for improvement of infrastructure, services, policy and behaviour.
11. The draft Transport Strategy consists of two reports, the Strategic Context Report and the Transport Strategy Report. The Strategic Context Report outlines the existing demography, travel demand and behaviour; and land use. This Transport Strategy Report provides a basis for the strategies and actions for future transport networks and services in the Georges River Local Government Area.

Transport Strategy – Component Strategies

12. The Transport Strategy Report includes the following component strategies:
 1. Integrated land use, transport planning and travel demand management strategy – Relates to achieving sustainability in transport and emphasising on movement of people and goods; and maximising accessibility;
 2. Active transport strategy - refers to non-motorised forms of transport involving physical activity, like walking and cycling;
 3. Public transport strategy – refers to movement of people in larger groups managed on organised schedules and routes, e.g. buses, trains and ferries;
 4. Road network and freight strategy – refers to planning for road network that is used by a variety of vehicles including buses, trucks, delivery vehicles, freight vehicles, private cars, taxis/ride share, bicycles, wheelchairs and electric powered devices;
 5. Car parking strategy – incorporates Council's Car Parking Strategy and Position Paper and provides recommendations to enhance it further by 2025; and
 6. Centres transport strategy – recognises that Council can accommodate more population in specific centres connected to transport and services.
13. Each component Strategy has a number of associated actions. These strategies and the associated actions will help Georges River achieve its transport vision and objectives.

COUNCIL CONSIDERATION

14. Council, at its meeting on 28 June 2021, considered the draft Strategy and resolved the following (**ENV023-21**):
 - *That Council endorses the draft Georges River Transport Strategy 2021 and Strategic Context Report (Attachments 1 and 2) for public exhibition for no less than 28 days in accordance with the Community Engagement Plan outlined in the body of the report.*
 - *That Council delegate authority to the General Manager to make minor modifications to any numerical, typographical, interpretation and formatting errors, if required, prior to the exhibition.*

- *That a further report be presented to Council following the exhibition including a summary of submissions and recommendations to finalise the Georges River Transport Strategy.*

CONSULTATION

15. Consultation for the Transport Strategy has been conducted over three of the five stages of its development, i.e., stages 2, 3 and 4 (Refer **Table 1** below). Workshops were undertaken with key stakeholders and Councillors to inform the preparation of the Strategy.

Table 1: Consultation based on stages in the development of Transport Strategy

Stage	Content	Consultation timeframe
1. Where are we now?	Strategic context review, assessment of land use, transport and travel behaviour, SWOT analysis	May 2020
2. Where do we want to be?	Transport vision, objectives, performance measures and targets and stakeholder engagement	
3. How do we get there?	Transport strategies, priority actions, implementation, and monitoring	July 2021
4. Have we got it right?	Community and stakeholder feedback, including formal public exhibition	July-August 2021
5. Finalisation		

Stakeholder Workshops

16. Two sets of workshops were held (May 2020 and July 2021) with stakeholders (government agencies, interest groups and Council staff) to discuss land use and transport matters. Issues identified by the stakeholders have been categorised based on transport themes including, Landuse and planning, Accessibility, Active Transport and Public Transport as follows:
- Landuse and planning:
 - Consideration of the Southern Sydney Corridor Plan and core walking and cycling networks for the LGA
 - Improving connectivity and accessibility to the Georges River foreshore
 - Accessibility:
 - Lack of accessibility to public transport services, particularly buses
 - Importance of time and efficiency, particularly minimising the number of interchanges required
 - Consideration of the cost of public transport relative to private vehicle travel
 - Difficulty of boarding trains and buses for people with a disability
 - Active transport:
 - Low use of bicycles within the LGA
 - Lack of continuous cycling infrastructure, particularly to centres and along the rail corridor
 - The impact of the Principal Bicycle Network on access, safety and connectivity of the bicycle network

- iv. High freight volumes intimidating cyclists
- Public transport:
 - i. Fast-tracking the rail link between Parramatta and Kogarah
 - ii. Introduction of additional bus services, including a rapid bus route and on-demand bus route
 - iii. Further investigations by TfNSW into bus issues identified by Council
 - iv. Consideration of the implementation of bus priority infrastructure
 - v. Requirements for additional accessible community transport options
 - vi. Potential to use the waterways for transport connections

Councillor Workshops

17. Two Councillor Workshops were held (20 April 2020 and 16 November 2020) to obtain Councillor feedback in relation to the recommendations of the draft Strategy; and to ensure they align with Council's overall vision for the LGA.
18. A summary of issues identified at the Workshops included:
 - Locals prefer to cycle for recreational purposes instead of completing trips to and from work or school;
 - Shared paths may cause loss in lanes and parking space on existing roads which have high volume of traffic;
 - Shared paths on wider streets connecting green spaces can enhance existing uptake of cycling for recreational purposes;
 - Further community engagement to understand local needs and characteristics may be required.
19. The draft Strategy has taken into consideration the issues raised by the stakeholders and Councillors.

Public Exhibition of the draft Georges River Transport Strategy 2021 (the "draft Strategy")

20. In accordance with the Council resolution of 28 June 2021, the draft Transport Strategy was placed on public exhibition from Wednesday 7 July to Friday 6 August 2021 (31 days).
21. The public exhibition included the following:
 - Statutory notices in The St George and Sutherland Shire Leader Newspaper (7 July and 21 July 2021).
 - Dedicated page on Council's Your Say website.
 - Advertisement on social media
 - Approximately 74 letters were sent to various stakeholders, including:
 - State Government and transport operators
 - Interest Groups
 - Council staff
 - Adjoining Councils
 - Two webinars with the community held (28 and 31 July 2021)
22. During the exhibition, eleven (11) written submissions were received. Provided below in **Table 2** is the breakdown of submissions in terms of objections and support:

Table 2: Breakdown of submissions received

Submissions	Number
Support/Suggestions	10
Objection	1
Total	11

23. The eleven submissions included five from the community, two from associations (Bicycle NSW and Connells Point Progress Association), three from Councils (Georges River, Canterbury-Bankstown and Bayside) and one from TfNSW. **Table 3** below outlines the submissions received. The key issues raised ranged from:
- Request for prioritisation for active transport, including construction of footpaths on one side of the streets and bike lanes for safe cycling;
 - Inclusion of South Hurstville in the Centres Transport Strategy;
 - Specific requests related to bicycle network;
 - Prioritisation for electric vehicle charging stations;
 - Specific comments from TfNSW to make the Strategy more legible, clear and include references to the latest traffic related standards and benchmarks.
24. The general submissions have been summarised in **Attachment 3** and the detailed submission from TfNSW has been summarised in **Attachment 4**. Both attachments provide a summary of the submission received, corresponding council response and recommendation. The submission details are also included in Appendix A of the Transport Strategy Report. Table 3 in this report provides a summary of each submission.
25. In summary, the amendments as a result of the submissions received include:
- Amendment of existing actions and inclusion of new actions.
 - Minor wording changes to Strategy in response to TfNSW feedback (e.g., inclusion of ‘cycling network’ in the *Existing and future transport network* section of the Executive Summary).
 - Addition of ‘to be investigated for feasibility’ with the proposed Ferry Routes
 - Amending objectives under Theme 2 Safety of the Vision by adding references to:
 - Towards Net Zero NSW government initiative,
 - Crashes do not result in death or injury (See Point 24 below)
 - Safe system aligned infrastructure is provided (See Point 24 below)
26. The Transport Strategy Vision incorporates a union of themes, including Sustainability, Safety and Connectivity and Access to jobs, services and great places; and relevant objectives under each theme. With regard to the TfNSW comments in relation to proactively removing risk across the transport network, the objectives under the *theme 2 - Safety* of the Vision have been strengthened by adding additional objectives as noted in the last dot point in point 23 above.

FINAL TRANSPORT STRATEGY

27. The Transport Strategy 2021 which was exhibited in July – August 2021, has been updated as a result of the submissions received.
28. The following Table 3 provides a summary of the submissions received and the key changes to the Strategy as a result.

Table 3: Post exhibition amendments to the Transport Strategy

No.	Submission	Council Response	Recommendation
Community Submissions			
1	Objects to one of the Actions in Kingsgrove Centre titled <i>King2: Advocate to the NSW government to investigate a new on/ off ramp to the M5 motorway to improve access to Western Sydney at Kingsgrove</i>	The action: <i>King2: Advocate to the NSW government to investigate a new on/off ramp to the M5 motorway to improve access to Western Sydney at Kingsgrove</i> has been referenced from one of the key actions under Priority P1 of Council's Local Strategic Planning Statement 2040 (LSPS) in <i>Section 6.2 Delivering the 2040 vision</i> . This action is subject to further investigation including a traffic safety study and consideration of benefits and limitations.	No change to the Transport Strategy.
2	Regarding no footpath access and no on/off ramps making it very hard for wheelchair and pram access along major parts of roads like Lugarno Parade, Cedar Street and Moons Avenue.	Comments noted. Future works following from the Transport Strategy include prioritisation of active transport infrastructure in a 20-year plan. This should include a policy of providing a footpath on at least one side of every road in the LGA.	Amend the Transport Strategy by including a new action <i>Ped 2 - Adopt a policy of a footpath on at least one side of the road where pedestrian movements are permitted</i> .
3	Whether Council is considering a Bike Plan for the whole LGA to detail aspects such as current conditions and proposed routes.	The Bicycle Network Strategy is the first step towards agreement of a more detailed cycling network through plans and studies.	No change to the Transport Strategy.
4	Suggestions regarding use of certain streets for cycling like Railway Parade, Hurstville Golf Course and avoiding others like Pamela Avenue.	Comments noted. <ul style="list-style-type: none"> • The Transport Strategy is a visionary document that does not prescribe infrastructure type. Following from this, further studies will determine the most suitable infrastructure type subject to funding opportunities. • Development to include easy to access bicycle parking for residents and visitors (see action BK6). • This includes the need for parking to be visible. • Should the Golf Course land 	No change to the Transport Strategy.

No.	Submission	Council Response	Recommendation
		<p>ever be sub-divided, transport opportunities and options may be considered. Currently, it is not feasible to have cyclists use golf course land.</p> <ul style="list-style-type: none"> • The strategic cycling network considers cycling routes in Connells Point and South Hurstville. • Mortdale Centre Master Plan is exploring new active transport links. 	
5	<ul style="list-style-type: none"> • Provides support for creating an active transport plan, they have been an effective tool in other LGAs and mean that works can be strategic rather than reactive. • Identifies areas where strategic improvements can be made like – Complete absence of commuter cycling infrastructure (recreational cycling is better catered for, although there are no BMX tracks or pump tracks for kids to gain skills) 	<p>Comments noted and have been considered in the development of the strategic pedestrian and cycling strategies.</p> <p>Feasibility studies for mountain bike riding in the LGA are currently underway.</p>	No change to the Transport Strategy.
Associations			
6	<p><u>Connells Point Progress Association</u></p> <ul style="list-style-type: none"> • South Hurstville should be discussed in detail in the Transport Strategy similar to the other Local Centres as it is a unique local centre and a choke point for transport. • Planning needs to be provided for how Ormonde Parade Rail Interchange will be expanded due to increased population and usage. • Pedestrian Strategy Actions to be updated to include that a foot path be provided on at least one side of every road in the LGA. • Update the vision by 	<p>Centres chosen to focus on are those located on rail corridors because of the transport opportunities that they present. Non-rail centres are to be explored at a later time.</p> <p>Following from this study, detailed transport and traffic modelling will be undertaken to determine future needs of the transport network. Having a footpath on at least on one side of every road has been included in action Ped 2 (See Submission 2 above).</p> <p>Regarding the comment on the Transport Strategy Vision – it is noted that all of Georges River</p>	No change to the Transport Strategy.

No.	Submission	Council Response	Recommendation
	changing the word 'great' with 'all': Georges River Council has a sustainable transport network that safely connects people to jobs, services and great places.	is a collection of great places.	
7	<p><u>Bicycle NSW</u> Bicycle NSW has provided a detailed submission propagating the improvement of active and public transport infrastructure and increasing the take up of people walking, cycling and catching public transport that will ultimately reduce the number of people choosing to drive.</p>	<p>Specific requests are noted and will be considered in future studies.</p> <p>The next steps in delivering the active transport network are to prioritise quick wins that benefit the most people until funding is secured for larger projects including bicycle separation. The transport strategy will be used as a guiding document to do so.</p> <p>Continual engagement and consultation with the community will be required as the plan and implementation will evolve with changing needs in years to come.</p>	No change to the Transport Strategy.
Councils			
8	<p>Georges River</p> <ul style="list-style-type: none"> • Question regarding the need for River Rail to pass through Kingsgrove rather than Bexley North. • Need to plan for Electric Vehicle charging infrastructure (as this is something Council staff are working on with Ausgrid), • Comments specific to Kogarah and Hurstville: <ul style="list-style-type: none"> ○ Advocate for green grid and cycle ways along the M6 as a connector into the Kogarah Town Centre ○ Erect way-finding in Kogarah and Hurstville CBD to support walkability ○ Deliver the Hurstville 	<p>Comments noted. Council and TfNSW need to consider alternative options and routes for River Rail. In terms of electrical vehicle charging, Council needs to formulate a policy, which may form part of the updated Car Parking Strategy.</p> <p>Connections between M6 corridor and Kogarah have been provided in strategic active transport networks. Forest Road has been included in the strategic walking network.</p>	In terms of the way-finding in Kogarah and Hurstville CBDs, a new action Ped6 Identify opportunities for redevelopment sites to provide through site links and adequate pedestrian space on footpaths and for waiting at intersections has been added.

No.	Submission	Council Response	Recommendation
	Revitalisation Project focused on improving the pedestrian movement and experience along Forest Road		
9	Canterbury-Bankstown Council Canterbury-Bankstown Council provide comments in relation to the following actions: AT1, AT4, BK1, PT1, Rail1, RIV2, RIV3, NAR2 and KING2.	These comments are noted and have been considered in the development of the Transport Strategy. In terms of the on/off ramp to the M5 motorway, further investigation will determine if this ramp will be beneficial. Refer to Submission 1 above.	No change to the Transport Strategy.
10	Bayside Council Bayside Council generally supports the Georges River Transport Strategy, and provides suggestions in the following actions: Integrated land use, transport planning travel demand management and the following strategies: Active Transport, Public Transport, Road Network and Freight, Car Parking and Centres	Comments are noted and have been considered in the development of the Transport Strategy. It is suggested that adjoining Councils should team up and develop a mutually beneficial car share policy and program. Adjoining Councils need to identify reciprocal contacts to update each other on any changes to network plans as they happen. They also need to consider developing a shared GIS web portal.	No change to the Transport Strategy.
<p>Note: Attachment 3 and Appendix A of the Transport Strategy Report include the summary of the above submissions, Council's response and recommendations.</p>			
<p>Transport for NSW (TfNSW)</p>			
11	TfNSW has provided a detailed submission recommending updates to make the Strategy more legible, clear and include references to latest traffic related standards and benchmarks.	Council response relating to specific TfNSW comments has been provided in Attachment 4 and Appendix A of the Transport Strategy.	Changes recommended to Transport Strategy include updates to: <ul style="list-style-type: none"> • Executive Summary • Theme 2 Safety of Vision • Updating of PT1, PT3, PX3, RS1, AT2 Actions • Adding new PT6 Action

Final List of Changes to Georges River Transport Strategy

29. All changes to the Transport Strategy as result of the submissions received are summarised in **Table 4** below. Details of submission summaries, Council response and Council recommendations are attached to this Report at **Attachments 3** and **4** and included in Appendix A of the Transport Strategy.

Table 4: Summary of Amendments to the Transport Strategy Report a as result of the submissions received

SECTION	CHANGE
Executive Summary, Actions Summary and relevant sections	
Existing and future transport network	Add <i>'and cycling'</i> along with the other type of networks in the first paragraph.
SWOT – Weaknesses and 3 - Strengths, Weaknesses, Opportunities and Threats	Add a new point: <ul style="list-style-type: none"> <i>'Existing crash clusters, especially those involving pedestrians and cyclists'</i>.
SWOT – Opportunities and 3 - Strengths, Weaknesses, Opportunities and Threats	Add a new point: <ul style="list-style-type: none"> <i>'Align speed limits with surrounding land uses'</i>.
Vision, themes and objectives and 4 - Transport vision, themes and objectives	Add the following new points: <ul style="list-style-type: none"> <i>'Crashes do not result in death or injury.'</i> <i>'NSW Government Towards Zero vision is achieved.'</i> <i>'Safe system aligned infrastructure is provided'</i>.
Theme 2: Safety	Note: For context, refer to point 24 of this Report.
Strategic ferry network	Rename as: Strategic ferry <i>'route (for investigation of feasibility)'</i>
LU4, 5.1 Actions summary and 5.2	Reword as: Prioritise new residential and commercial development <i>'with appropriate buffers'</i> from existing and any proposed freight corridors and industrial land uses to protect them. (Connected to Fr1).
AT2, 5.1 Actions summary and 5.3.3	Reword as: Review street trees and canopy cover to improve shade and reduce the urban heat island effect. (This includes supporting/improving the Green Grid and linking transport to centres, schools and open space). <i>'Additional plantings should not interfere with sight lines or contribute to footpath clutter'</i> .
Ped2 (New action), 5.1 Actions summary and 5.3.3	Add new Action: <i>'Adopt a policy of a footpath on at least one side of the road where pedestrian movements are permitted'</i> .
Ped7 (New action), 5.1 Actions summary and 5.3.3	Add new Action: <i>'Develop and implement a consistent wayfinding program for strategic centres in Georges River'</i> .
PX3, 5.1 Actions summary and 5.3.3	Reword as: Investigate the feasibility of <i>'active pedestrian detection technology'</i> at signalised intersections <i>'to adjust pedestrian crossing times in real-time (shorter or longer) based on customer needs'</i> .

SECTION	CHANGE
PX4, 5.1 Actions summary and 5.3.3	Reword as: Advocate for pedestrian head start crossing movement at all signalised intersections <i>and 'the removal of green light vehicle turning movements when pedestrians have green crossing light'</i> .
PT1, 5.1 Actions summary and 5.4.3	Reword as: Work with TfNSW to deliver Future Transport Strategy 2056 with consideration of Georges River local transport needs, including: > <i>2056 indicative future rail network; and</i> > <i>2036 rapid bus lines'</i> .
PT3, 5.1 Actions summary and 5.4.3	Reword as: Work with TfNSW to provide full Disability Discrimination Act compliant accessibility for public transport; particularly buses, for people with mobility challenges. <i>Extend this to providing infographics for people with linguistic challenges.</i>
PT6 (New action), 5.1 Actions summary and 5.4.3	Add new Action: <i>'Improve public transport interchanges within the existing network to improve safety and accessibility for all users. This is to consider reduction in speed limits in interchange areas'</i> .
Rd1, 5.1 Actions summary and 5.5.7	Reword as: Use the Movement and Place framework as a tool in planning improvements of places and road network <i>'including aligning speed limits with surrounding land uses'</i> .
RS1, 5.1 Actions summary and 5.5.7	Reword as: Continue to work with TfNSW to improve safety at crash cluster locations <i>'with consideration of the Towards Zero Road Safety Plan 2021'</i> .
RS2 (New action – replaces RS3, Original RS2 becomes RS3), 5.1 Actions summary and 5.5.7	Add new Action: <i>'Investigate funding opportunities to improve safety at crash clusters through the Australian Government's Black Spot Programme or the NSW Government's Safer Roads Program'</i> .
CP1, Actions summary and 5.6	Reword as: Implement actions from the Georges River Car Parking Strategy to improve the provision and use of parking <i>for all purposes including freight and servicing.</i>
CP4, 5.1 Actions summary and 5.6.2	Reword as: Identify locations for short-term parking/ loading zones in areas of high residential density to cater for increases in <i>'small parcel'</i> deliveries and ride sharing vehicles.
King2, 5.1 Actions summary and 5.7.3	Reword as: NSW government to investigate <i>'the benefits and impacts'</i> a new on/off ramp to the M5 motorway to improve access to Western Sydney at Kingsgrove.
King5, 5.1 Actions summary and 5.7.3	Reword as: Investigate the feasibility of a 40km/h <i>'or lower'</i> High Pedestrian Activity Area for Kingsgrove Road between Morton Avenue and Commercial Road.
Ped5, 5.1 Actions summary and 5.3.3	Reword by adding <i>'or lower'</i> with the speed limit of 40km/h
Pens3, 5.1 Actions summary and 5.7.3	Reword as: Investigate and incorporate pedestrian infrastructure enhancements as part of a master planning study, including

SECTION	CHANGE
	feasibility of a 40km/h 'or lower' High Pedestrian Activity Area along The Strand/ Bridge Street/ Penshurst Street and on Bridge Street between Penshurst Street and Connelly Street.
Riv5, 5.1 Actions summary and 5.7.3	Reword as: Investigate the feasibility of a 40km/h 'or lower' High Pedestrian Activity Area for streets in the centre.
Oat5, 5.1 Actions summary and 5.7.3	Reword as: Investigate a pedestrian priority crossing treatment on Oatley Avenue (north leg) and Frederick Street and the feasibility of a 40km/h 'or lower' High Pedestrian Activity Area street on Frederick Street between Oatley Parade and Rosa Street.
Alla4, 5.1 Actions summary and 5.7.4	Reword as: Investigate the feasibility of a 40km/h 'or lower' High Pedestrian Activity Area street on Railway Parade between Illawarra Street and Elizabeth Street.
Carl3, 5.1 Actions summary and 5.7.4	Reword as: Investigate the feasibility of a 40km/h 'or lower' High Pedestrian Activity Area street on: > Railway Parade between Garfield Street and Buchanan Street > Carlton Parade between High Street and Willison Road
Nar3, 5.1 Actions summary and 5.7.4	Reword as: Investigate the feasibility of a 40km/h 'or lower' High Pedestrian Activity Area for streets in the centre.
5.3 – Active transport strategy	
Table 5-2 Active transport infrastructure standards	A new row for Footpaths has been included in the table.
5.4 – Public transport strategy	
5.4 Public transport strategy	Reorganise the section into various heads – Responsibility, Public transport overview, Journey to Work, State transport strategy, 30-minute city, Strategic centres, Bus infrastructure and Water transport and update wording.
5.5.1 Strategic public transport network	Wording updated: '> FT56 rapid bus network.' > FT56 indicative future rail network'.
Table 5-4 Strategic public transport routes	Wording changes to: <ul style="list-style-type: none"> Collector route (FT56 indicative future rail network) in terms of Route and Description Other Collector bus route in terms of Description
5.4.2 Ferry and Table 5-5	Wording changes for clarity
5.5 – Road Network and freight strategy	
5.5.3 Road Safety	Addition of words, programs and relevant links
5.5.6 Freight and deliveries	Additional NSW government guidance on considering freight impacts of new development provided.

30. General changes that have not been included in the above table include adding words, notes, references to technical documents for further clarification.

NEXT STEPS

31. Subject to Council endorsement of the Georges River Transport Strategy as a strategic planning document, it will be uploaded on Council's website and will inform the transport networks within the Georges River LGA.
32. The Implementation section of the Transport Strategy provides high level strategic cost estimates for the implementation of the strategic walking and cycling networks. Council needs to develop a method of prioritisation for infrastructure works identified in the networks.
33. Potential timing for delivery of each action has been considered in the Staging Plan and the Strategy needs to be monitored and reviewed over the next 20 years to ensure that objectives are met and infrastructure works align with the vision themes for Georges River.
34. Council needs to track the achievement and implementation of the Transport Strategy, as well as maintain its relevance by addressing changing trends or major state government infrastructure projects. This is to be done by recording progress in an action register.

FINANCIAL IMPLICATIONS

35. Within budget allocation.

RISK IMPLICATIONS

36. No risks identified.

COMMUNITY ENGAGEMENT

37. Community engagement was conducted for 31 days (7 July to 6 August 2021) in accordance with the Engagement Strategy identified in the June 2021 Report.

FILE REFERENCE

19/1329

ATTACHMENTS

- | | |
|--------------|---|
| Attachment 1 | Georges River Transport Strategy Report 2021 with changes highlighted - <i>published in separate document</i> |
| Attachment 2 | Georges River Strategic Context Report - <i>published in separate document</i> |
| Attachment 3 | Summary of General Submissions - Georges River Transport Strategy |
| Attachment 4 | Summary of TfNSW Submission - Georges River Transport Strategy |

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(Report by Senior Strategic Planner)

RECOMMENDATION: Councillor Badalati and Councillor Hindi

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- (b) That Council delegate authority to the General Manager to make minor modifications to any numerical, typographical, interpretation, formatting errors, if required, prior to notification of the adoption of the Georges River Transport Strategy 2021.
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Record of Voting:

For the Motion: Unanimous