

Land use	
LU1	Plan for higher land use densities around public transport interchanges.
LU2	In masterplanning of its centres, Council consider the actions of the Transport Strategy and work with TfNSW to identify future mass transit station locations and to ensure that land around stations is retained for transport related development.
LU3	Undertake masterplanning for all key centres referencing the transport vision, objectives and actions of the Transport Strategy.
LU4	Prioritise new residential and commercial development with appropriate buffers from existing and any proposed freight corridors and industrial land uses to protect them. (Connected to Fr1).
LU5	Develop an internal GIS map-based portal for Council staff to provide oversight of integrated planning and capital works, infrastructure and asset management systems; that is regularly updated as decisions are made and links to relevant planning frameworks.
LU6	Review transport infrastructure funding opportunities for non-residential development.
Travel demand management	
TDM1	Mandate Travel Plans for major employers in Georges River such as hospitals, education campuses and Council so as to identify and communicate sustainable travel choices for staff.
TDM2	Develop a Car Share Policy that supports the uptake of car share in Georges River LGA.
Sustainable transport	
ST1	Support, encourage and develop sustainable transport initiatives that reduce reliance on private vehicles, e.g. Mobility as a Service (MaaS) system, electric buses.
Active transport	
AT1	Work with TfNSW to provide Sydney Green Grid links through Georges River which link into neighbouring local government areas.
AT2	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). Additional plantings should not interfere with sight lines or contribute to footpath clutter.
AT3	Prioritise footpath, shared path and cycleway upgrades in the 800 metre catchment of schools.
AT4	Implement the strategic walking, cycling and public transport networks to improve public transport and improve pedestrian and cycling facilities within Georges River and along Southern Sydney Corridor, including connection between the T4 and T8 train lines.
AT5	Advocate for the completion of the Illawarra Rail Line corridor active transport route.
Pedestrian	
Ped1	Adopt consistent footpath standards for Georges River, specifically adopting wider footpaths along higher demand areas/ routes within centres to support walking, cycling and accessibility.
Ped2	Adopt a policy of a footpath on at least one side of the road where pedestrian movements are permitted.
Ped3	Implement the strategic pedestrian network that will provide a fully connected and accessible pedestrian network throughout Georges River.
Ped4	Provide separation/ space/ landscaped buffer between footpaths and vehicle travel lanes along freight routes using on-street parking or landscaping and/ or investigate opportunities for speed limit reductions.
Ped5	Investigate locations for potential pedestrian priority treatments, including High Pedestrian Activity Areas, Shared Zones and 40 km/h or lower speed limit zones.

Ped6	Identify opportunities for redevelopment sites to provide through site links and adequate pedestrian space on footpaths and for waiting at intersections.
Ped7	Develop and implement a consistent wayfinding program for strategic centres in Georges River.
Pedestrian crossings	
PX1	Prioritise additional pedestrian crossings along arterial roads with lengths of 450 metres or greater without a crossing, 200 metres in residential/ industrial areas, and every 100 metres in centres (off state roads) where desire lines exist.
PX2	Identify intersections where additional pedestrian crossing legs could be provided subject to the location having a pedestrian desire line. Advocate to TfNSW for upgrades.
PX3	Investigate the feasibility of active pedestrian detection technology at signalised intersections to adjust pedestrian crossing times in real-time (shorter or longer) based on customer needs.
PX4	Advocate for pedestrian head start crossing movement at all signalised intersections and the removal of green light vehicle turning movements when pedestrians have green crossing light.
Bike	
Bk1	Implement the strategic bicycle network for a safe, connected network throughout Georges River integrating with neighbouring local government areas and regional links.
Bk2	Collaborate with TfNSW to develop and implement the Principal Bicycle Network links within Georges River.
Bk3	Advocate to TfNSW for additional cycle parking (including rails and bike sheds) at train stations, particularly at Kogarah and Hurstville stations.
Bk4	Provide bicycle parking in the public domain at all centres. Target at least 5% of the quantum of Council on and off-street parking located at car parks and/ or distributed around centres, i.e. integrated with sign poles and/ or bicycle parking areas in off-street car parks located in a conspicuous location.
Bk5	New business/ commercial/ industrial developments to provide 5% bike parking based on the total number of car parking spaces provided. Developments should have 1 change room and shower facilities per 10 spaces with a minimum of 1.
Bk6	New residential development should have at least 1 secure multi-purpose space that can function as bike parking per dwelling and at least 5% visitor bicycle parking provided in a conspicuous location.
Public transport	
PT1	Work with TfNSW to deliver Future Transport Strategy 2056 with consideration of Georges River local transport needs, including: > 2056 indicative future rail network; and > 2036 rapid bus lines.
PT2	Advocate to TfNSW to improve the connectivity and frequency of bus and rail services to, from and within Georges River, particularly in areas of Georges River that do not have 30-minute access to a strategic centre.
PT3	Work with TfNSW to provide full Disability Discrimination Act compliant accessibility for public transport; particularly buses, for people with mobility challenges. Extend this to providing infographics for people with linguistic challenges.
PT4	Investigate where more accessible car parking spaces at public transport interchanges should be provided.

PT5	Advocate to TfNSW for first and last mile on-demand transport services where patronage levels do not justify a timetabled service provision.
PT6	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.
Rail	
Rail 1	Support TfNSW to improve rail services and infrastructure. i.e. More trains more services and Future Transport Strategy 2056 initiatives like Parramatta to Kogarah and Hurstville to Macquarie Park.
Bus	
Bu1	Work with TfNSW to improve the existing bus network to rationalise routes and improve service quality and frequency on existing routes.
Bu2	Support TfNSW in the implementation of Future Transport Strategy 2056 including reviewing and investigating bus routes with the view to improve connectivity, efficiency and accessibility.
Bu3	Advocate for and provide input to the NSW Government's proposed strategic bus network, including dedicated bus priority infrastructure for improved efficiency and reliability. (Concept network arrangement in this strategy)
Bu4	Support TfNSW to implement bus priority infrastructure such as bus jump start lanes along key bus routes.
Bu5	Advocate to TfNSW for bus performance studies on key routes to identify priority measures in areas of congestion.
Bu6	Advocate for increased public transport capacity on routes and in periods of high demand, e.g. Queens Road.
Bu7	Advocate for improved public transport accessibility, e.g., services later at night, and/ or on-demand buses to support localities with low demand.
Bu8	Investigate the need for any additional community bus services within Georges River, including inclusive access - this should focus on larger buses to accommodate bigger groups to reduce costs.
Bus stop	
BS1	Undertake Disability Discrimination Act compliance audit of relevant bus stops, and prioritise upgrades based on patronage, community consultation and access to nearby destinations.
BS2	Improve accessible footpath connections at bus stops within Georges River.
BS3	Investigate funding opportunities (TfNSW and third party providers) for new Disability Discrimination Act compliant bus shelters, including tendering to outdoor advertising companies while retaining functionality for buses, safety, and customer experience.
BS4	Advocate for real time information displays at key bus stops. i.e. Hurstville and Kogarah.
Ferry/ boat	
Fy1	Investigate the feasibility of a Georges River ferry route or scenic/ recreational tour route; utilising Georges River for water-based transport connections, including ferries and water taxis.
Roads	
Rd1	Use the Movement and Place framework as a tool in planning improvements of places and road network including aligning speed limits with surrounding land uses.
Rd2	Support opportunities to trial technology that meets transport objectives in Georges River e.g. autonomous vehicles or electric buses.

Rd3	Advocate for the fast tracking M6 Stage 2 motorway for through traffic to bypass Georges River.
Rd4	Work with TfNSW to improve key intersections, as identified in the Traffic Modelling Report for Kogarah Local Environmental Plan Rezoning.
Road safety	
RS1	Continue to work with TfNSW to improve safety at crash cluster locations with consideration of the Towards Zero Road Safety Plan 2021.
RS2	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.
RS3	Advocate to TfNSW for reduced speed limits (where feasible) in high pedestrian and cyclist areas to 30 km/h. (Note 30km/h limits supports safer vehicle/ bicycle mixed use road space)
RS4	Ensure provisions for pedestrians and bicycles are provided as part of construction activities impacting the transport network in addition to the requirements of TfNSW Traffic control at work sites Technical Manual.
RS5	Identify any gaps in street lighting and improve the coverage of street lighting on roads throughout Georges River.
Freight and servicing	
Fr1	Protect existing freight corridors from adjacent land uses that will reduce the effectiveness of the corridor. (Related to LU4)
Fr2	Support initiatives and technology advances that achieve objectives for first and last mile deliveries in strategic and local centres.
Fr3	Plan for freight access, site servicing and movement in centre masterplanning.
Car parking	
CP1	Implement actions from the Georges River Car Parking Strategy to improve the provision and use of parking for all purposes including freight and servicing.
CP2	Review the Georges River Car Parking Strategy and Position Paper in accordance with the recommendations in the Transport Strategy.
CP3	Support the expansion of car share within Georges River Council, subject to car share providers sharing utilisation data.
CP4	Identify locations for short-term parking/ loading zones in areas of high residential density to cater for increases in small parcel deliveries and ride sharing vehicles.
CP5	Implement and maintain a GIS-based parking inventory for all on-street and Council owned/ managed off-street car parking areas.
Strategic centres	
AT4	Implement the strategic walking, cycling and public transport networks to improve public transport and improve pedestrian and cycling facilities within Georges River and along Southern Sydney Corridor, including connection between the T4 and T8 train lines.
AT5	Advocate for the completion of the Illawarra Rail Line corridor active transport route.
Bk3	Advocate to TfNSW for additional cycle parking (including rails and bike sheds) at train stations, particularly at Kogarah and Hurstville stations.

PT1	Work with TfNSW to deliver Future Transport Strategy 2056 with consideration of Georges River local transport needs, including: > 2056 indicative future rail network; and > 2036 rapid bus lines.
CP1	Implement actions from the Georges River Car Parking Strategy to improve the provision and use of parking for all purposes including freight and servicing.
Kogarah specific actions	
Kog1	Provide an active transport link along the Muddy Creek Canal.
Kog2	Improve laneways in the Kogarah centre for walking and cycling.
Kog3	Investigate the installation of ground sensors in 1/2P and 1P spaces as a trial.
Kog4	Introduce additional car sharing zones adjacent to the station.
Kog5	Review pricing strategy for the Town Square Car Park, considering the opportunities for employee parking.
Kog6	Promote the Derby Street car park for daily employee parking.
Kog7	Introduce on-street paid parking in key locations within the centre.
Kog8	Establish Kiss & Ride zones, particularly near schools in the Kogarah education precinct.
Kog9	Negotiate with businesses in Kogarah and the Leagues Club to provide all day parking. If demand warrant, a shuttle bus service could be provided between the Leagues Club and Kogarah town centre.
Hurstville specific actions	
Hur1	Implement recommendations from the 2018 Hurstville City Centre TMAP.
Hur2	Investigate expansion of bus and train services to cater for the growing night time economy.
Hur3	Investigate ways to encourage longer stay parking to be consolidated to the periphery of the centre.
Hur4	Investigate paid all-day parking at Gloucester Road, Park Road and Woniara Road.
Hur5	Prepare integrated signage plans and use real time data to inform drivers of parking availabilities.
Hur6	Introduce additional car sharing zones adjacent to the station.
Local centres	
LU3	Undertake masterplanning for all key centres referencing the transport vision, objectives and actions of the Transport Strategy.
AT4	Implement the strategic walking, cycling and public transport networks to improve public transport and improve pedestrian and cycling facilities within Georges River and along Southern Sydney Corridor, including connection between the T4 and T8 train lines.
AT5	Advocate for the completion of the Illawarra Rail Line corridor active transport route.
Bk4	Provide bicycle parking in the public domain in all centres. Target at least 5% of the quantum of Council on and off-street parking located at car parks and/ or distributed around centres, i.e. integrated with sign poles and/ or bicycle parking areas in off-street car parks located in a conspicuous location.

Beverly Hills specific actions	
Bev1	Work with the DPIE to implement the Beverly Hills Masterplan.
Bev2	Work with TfNSW to improve the frequency and amenity of pedestrian crossings on King Georges Road.
Bev3	Work with TfNSW to provide secure bicycle parking facilities at Beverly Hills Station.
Bev4	Advocate for the upgrade of Beverly Hills Station including improvements to accessibility.
Bev5	Investigate a pedestrian crossing across King Georges Road: > At/ near Tooronga Terrace > At Edgbaston Road
Bev6	Investigate continuous footpath treatments across: > Frederick Avenue at King Georges Road > Norfolk Avenue at King Georges Road
Kingsgrove specific actions	
King1	Prepare a Kingsgrove Local Centre Masterplan and work with DPIE for its implementation.
King2	NSW government to investigate the benefits and impacts a new on/off ramp to the M5 motorway to improve access to Western Sydney at Kingsgrove.
King3	Collaborate with the NSW Government to regularly monitor and improve the transport corridors from Kingsgrove and Kogarah to Sydney CBD, Sydney Airport and Port Botany.
King4	Collaborate with adjoining councils to improve the public domain.
King5	Investigate the feasibility of a 40km/h or lower High Pedestrian Activity Area for Kingsgrove Road between Morton Avenue and Commercial Road.
King6	Investigate continuous footpath treatments across: > Paterson Avenue at Kingsgrove Road > The Avenue at Kingsgrove Road
Mortdale specific actions	
Mort1	Work with the DPIE to implement the Mortdale Masterplan.
Mort2	Work with TfNSW to optimise bus and train services in Mortdale centre and secure bicycle parking facilities at the Mortdale station.
Penshurst specific actions	
Pens1	Prepare a Penshurst Local Centre Masterplan and work with DPIE for its implementation.
Pens2	Work with TfNSW to provide secure bicycle parking facilities at Penshurst Station.
Pens3	Investigate and incorporate pedestrian infrastructure enhancements as part of a masterplanning study, including 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.
Pens4	Investigate pedestrian crossing treatments and safety improvements at the following intersections: > Across Bridge Street (east leg) at Penshurst Street > The Strand and Bridge St > Penshurst Street and Austral Street
Pens5	Investigate in-lane bus stops along Penshurst Street.

Riverwood specific actions	
Riv1	Prepare a Riverwood Local Centre Masterplan and work with DPIE for its implementation - Leverage off work being undertaken as part of the Planned Precinct and Investigation Area.
Riv2	Collaborate with the City of Canterbury Bankstown to improve active transport links between the Riverwood planned precinct and Riverwood Station.
Riv3	Advocate for the completion of the Salt Pan Creek Corridor as part of the Sydney Green Grid and the Principal Bicycle network.
Riv4	Consolidate bus stops to key locations outside of the Riverwood Plaza and north of Riverwood Station.
Riv5	Investigate the feasibility of a 40km/h or lower High Pedestrian Activity Area for streets in the centre.
Riv6	Investigate continuous footpath treatments on both sides of: > Belmore Road at Coleridge Street > Belmore Road at Eldon Street > across Killara Avenue at Belmore Road North.
Oatley specific actions	
Oat1	Prepare an Oatley Local Centre Masterplan and work with DPIE for its implementation.
Oat2	Work with TfNSW to provide secure bicycle parking facilities at Oatley Station.
Oat3	Improve the intersection of Oatley Parade and Frederick Street to consider and increase safety for all road users.
Oat4	Investigate in-lane bus stops on Frederick Street.
Oat5	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.
Villages and small villages	
LU3	Undertake masterplanning for all key centres referencing the transport vision, objectives and actions of the Transport Strategy.
AT4	Implement the strategic walking, cycling and public transport networks to improve active transport connections within Georges River, including connection between the T4 and T8 train lines.
AT5	Advocate for the completion of the Illawarra Rail Line corridor active transport route.
Bk4	Provide bicycle parking in the public domain in all centres. Target at least 5% of the quantum of Council on and off-street parking located at car parks and/ or distributed around centres, i.e. integrated with sign poles and/ or bicycle parking areas in off-street car parks located in a conspicuous location.
Allawah specific actions	
Alla1	Prepare an Allawah Masterplan and work with DPIE for its implementation.
Alla2	Work with TfNSW to provide secure bicycle parking facilities at Allawah Station.
Alla3	Investigate a raised shared space at the intersection of Mona Street and Lancelot Street.
Alla4	Investigate the feasibility of a 40km/h or lower High Pedestrian Activity Area street on Railway Parade between Illawarra Street and Elizabeth Street.

Carlton specific actions	
Carl1	Prepare a Carlton Masterplan and work with DPIE for its implementation.
Carl2	Work with TfNSW to provide secure bicycle parking facilities at Carlton Station.
Carl3	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
Narwee specific actions	
Nar1	Prepare a Narwee Village Masterplan and work with DPIE for its implementation.
Nar2	Collaborate with the City of Canterbury-Bankstown for infrastructure and public domain improvements.
Nar3	Investigate the feasibility of a 40km/h or lower High Pedestrian Activity Area for streets in the centre.
Nar4	Investigate a pedestrian priority crossing treatment across Broadarrow Road.