



draft

LEICHHARDT INTEGRATED
TRANSPORT

FOUR YEAR SERVICE DELIVERY PLAN 2012 - 2016

November 2011



ACKNOWLEDGEMENTS

This Plan has been prepared by:

PROJECT TEAM

Consultants

Dick van den Dool, GTA Consultants

Katherine McCrae, GTA Consultants

Penelope Coombes, People for Places and Spaces

Ton O'Brien, People for Places and Spaces

James Henningham, People for Places and Spaces

Peer Advisory

Kendall Banfield, Marrickville Council

Gary Glazebrook, Sydney City

Lauren McIver, Ashfield Council

COUNCIL'S TEAM

Project Coordinator

Ken Welsh, Strategic Transport Planner, Leichhardt

Steering Committee

Erla Ronan, Manager Social Planning & Community Development

John Stephens, Manager Traffic

Clare Harley, Executive Planner –Urban Planning

Guido den Teuling, Environmental Technical Officer

Rachel Josey, Team Leader Assessments

Councillors

Councillor Rochelle Porteous (Mayor 2010-2012)

Councillor Michelle McKenzie (Deputy Mayor)

Councillor Darcy Byrne

Councillor Alan Cinis

Councillor Tony Constantino

Councillor Vera-Ann Hannaford

Councillor Lyndal Howison

Councillor Daniel Kogoy

Councillor Jamie Parker

Councillor Cassi Plate

Councillor John Stamolis

Councillor Gordon Weiss



Contact

Leichhardt Municipal Council

7-15 Wetherill Street

Leichhardt NSW 2040

Phone: (02) 9367 9222

Fax: (02) 9367 9111

Email: Leichhardt@lmc.nsw.gov.au

Web: www.lmc.nsw.gov.au

Disclaimer

Leichhardt Council does not warrant the accuracy of this information and accepts no liability for any loss or damage that you may suffer as a result of your reliance on this information, whether or not there has been any error, omission or negligence on the part of Leichhardt Council or employees.

Table of Contents

1. About the Service Delivery Plan	6
What is the Service Delivery Plan?	6
How was the Plan developed?	9
How will Council manage and monitor the Plan?	9
Measuring the Service Delivery Plan's success	10
2. How the Service Delivery Plan works	
Strategic Objectives: the Service Delivery Plan's framework	12
The Nine Strategic Objectives	
Nine Outcomes	
3. Resourcing the Service Delivery Plan	17
Background	17
Council's investment to resource the plan	17
The Action Plan	18

Leichhardt Corporate Vocabulary / Definitions

Action	For the purposes of this Plan it refers to both actions and programs (programs are longer than one year).
Asset Management Plan	10-year Plan meeting Department of Local Government requirements.
Business Plan	Plan containing the business focus of Council Directorates.
Community and Cultural Plan	10-year Leichhardt Community and Cultural Strategic Service Plan.
DLG	Department of Local Government.
Guideline	Instruction to assist application of a procedure.
Leichhardt 2020+	The principal long-term strategy document for the organisation, providing overarching direction for the entire organisation.
LGA	Local Government Area.
Long Term Financial Plan	10-year Plan meeting DLG requirements.
Outcome	More detailed than strategic objectives, outcomes focus on the end result of the Community and Cultural Plan rather than addressing how to get there.
Plan	4-year to 10-year time span.
Policy	Guiding principles governing the agreed course of action.
Procedure	Sets out guidelines, documents and the process required to achieve the agreed course of action.
Program	More than 1-year.
Resource Strategy	Asset Management, Financial Plan and Workforce Plan under the DLG guidelines.
Service Delivery Plan	Community and Cultural Plan 4-year Service Delivery Plan.
SMT	Senior Management Team comprising the General Manager, the Directors, the Manager Legal Services, the Manager Human Resources and the Manager Communications.
Strategic Objective	The big picture results that Council and the community would like to achieve.
Strategy	Defines how to achieve outcomes in the Plan and guides the specific actions.
Template	Document prototype designed for paper and/or electronic use.

1. About the Service Delivery Plan

What is the Service Delivery Plan?

The Leichhardt Integrated Transport Plan 4-year Service Delivery Plan 2012 – 2016 (Service Delivery Plan) is informed by various existing strategies including:

- Leichhardt 2020+,
- Environmental Sustainability Strategy,
- Leichhardt Bike Plan,
- Long Term Financial Plan,
- Centres, Strategic Sites and Corridors Review,
- Employment and Economic Development Strategy,
- Placemaking and Public Art Policy,
- Affordable Housing Strategy,
- Workforce Management Plan,
- Asset Management Plan,
- Leichhardt Community and Cultural Plan,
- Local Environmental Plan Review,
- Development Control Plan Review,
- Climate Change Strategy.



Figure 1: Leichhardt Local Government Area

These documents set the vision for Leichhardt Local Government Area (LGA) as “a liveable and sustainable community”.

Leichhardt’s Transport Plan has also drawn on work from other transport and land use planning authorities including:

- NSW Metropolitan Transport Plan,
- Metropolitan Plan for Sydney 2036,
- Inner Sydney Regional Bicycle Plan,
- NSW Bike Plan,
- NSW State Plan,
- Inner West Sub-Regional Strategy,
- City of Sydney Sustainable City 2030,
- Sustainable Mobility Initiatives for Local Environments (SMILE) Program,
- Marrickville Integrated Transport Strategy,
- NSW Walking Strategy.

This 4 year Service Delivery Plan has been developed in response to the vision contained in Leichhardt 2020+ and the 10-year Leichhardt Integrated Transport Plan 2012 to 2022.



Figure 2: The Inner Sydney Region

How was the Plan developed?

The Service Delivery Plan was developed around an evidence base including:

- Leichhardt Demographic Profile,
- Leichhardt Bus Stop Audit,
- Review of the Leichhardt Integrated Transport Strategy 1998,
- Audit of Infrastructure Assets,
- Review of traffic and transport impact assessments for major developments in Leichhardt,
- Extensive community engagement completed between September 2010 and December 2010,
- Workshops with community stakeholders, government agencies and Council staff between October and November 2010,
- A series of 180⁰ briefings with Councillors and Council Committees held between March 2011 and October 2011,
- Advice of a steering committee comprising key members of Council staff.

How will Council manage and monitor the Plan?

The Transport Plan sets the strategic direction for Council, the community, private transport providers and the State Government to align their actions. It supports Council to work in an integrated way across all of its departments to implement the actions outlined in this Service Delivery Plan.

Each action outlined in the Service Delivery Plan will have a delegated lead team responsible for managing, monitoring and evaluating Transport Plan implementation.

This lead team has been identified at the level of Department or Unit. Ultimate responsibility for projects and programs is allocated across Council according to the following management matrix.

Figure 3 Leichhardt Integrated Transport Plan - Leichhardt Council Delivery Plan Management Matrix

	Project Owner	Project Leader	Project Team
Across Council	GM / SMT	Director	Relevant internal stakeholders
Two Divisions	Directors	Manager	Relevant internal stakeholders
One Division	Director	Manager	Relevant internal stakeholders
One Business Unit	Manager	Manager	Relevant internal stakeholders

Measuring the Service Delivery Plan's success

Council will measure how well the overall implementation of the plan has been achieved by reviewing a series of performance targets established in the 10 year Strategic Plan: Mode Share Targets.

The proposed 10 year mode shift targets are shown in Figure 4.

Figure 4: Proposed Mode of Travel (All Trips)

Mode	Existing	Proposed	Change
Vehicle driver	32%	20%	-12%
Vehicle passenger	12%	8%	-4%
Train	2%	2%	-
Bus	12%	14%	+2%
Walk only	36%	40%	+4%
Other modes	6%	1%*	-
Cycling	-	10%	-
Light Rail	-	5%	-
Total	100%	100%	-

* Excludes cycling and light rail

A 25% reduction in car driver trips is proposed, which would result in an increase in bus, walking, cycling and light rail trips. An increase in multiple occupancy car trips is also proposed.

Integral to the Mode Share targets for walking and cycling, the length and purpose of pedestrian and bike rider movements can also be used as indicator of the success of the Plan. Short trips that are currently made by private vehicle under 2km could be transferred to walking and trips under 5km could be transferred to cycling trips. Achieving these mode shifts has been reflected in the Mode Share targets.

Road Safety Targets

The National Road Safety Strategy 2001 – 2010 included the target to reduce the annual road fatality rate by 40% to 5.6 deaths per 100,000 population in 2010. However, this target was not achieved; the National fatality rate in 2009 was 6.8 deaths per 100,000 population, which is a 27% reduction.

The annual fatality and casualty rates in NSW between 2001 and 2009 are shown in Figure 5.

Figure 5: 1999 – 2009 NSW Fatality Rate

Year	Fatality Rate (deaths per 100,000 population)	Casualty Rate* (deaths per 100,000 population)
2001	8.0	445
2002	8.5	430
2003	8.1	420
2004	7.6	405
2005	7.5	390
2006	7.3	385
2007	6.3	380
2008	5.3	350
2009	6.4	340
Reduction	20%	24%

*Approximate values

A 20% reduction in the fatality rates and 24% reduction in casualty rates occurred between 2001 and 2009 in NSW.

In line with that national target, the proposed road safety target of a 40% reduction in casualty rates between 2011 and 2021 is proposed.

Parking Targets

The parking utilisation throughout the key centres, as well as in the vicinity of public transport nodes is a good indicator of the suitability of the LEP/DCP on-site parking requirements. Leichhardt's parking requirements are being reviewed as part of a separate study; the results and the associated parking performance indicators will be incorporated into the ITS at completion of that study.

2. How the service delivery program works

A Review of Development Control Plan (DCP) Parking Rates is currently under way and will be available as an associated paper under separate cover at a later date.

Additionally, trends in community satisfaction levels, through the Community Perceptions Survey should be measured annually, in conjunction with other Council strategies.

Strategic Objectives: the Service Delivery Plan's framework

Leichhardt's Integrated Transport Plan comprises:

- The 10 Year Leichhardt Integrated Transport Plan 2012 to 2022,
- The 4 year Service Delivery Plan 2012– 2016,
- A series of technical/working papers which provide detailed information on Community Consultation & Aspirations, Traffic, Transport and Parking.

This 4 year Service Delivery Plan presents the actions required to achieve and support the strategic objectives, desired outcomes of the 10 year plan over the next 4 years.

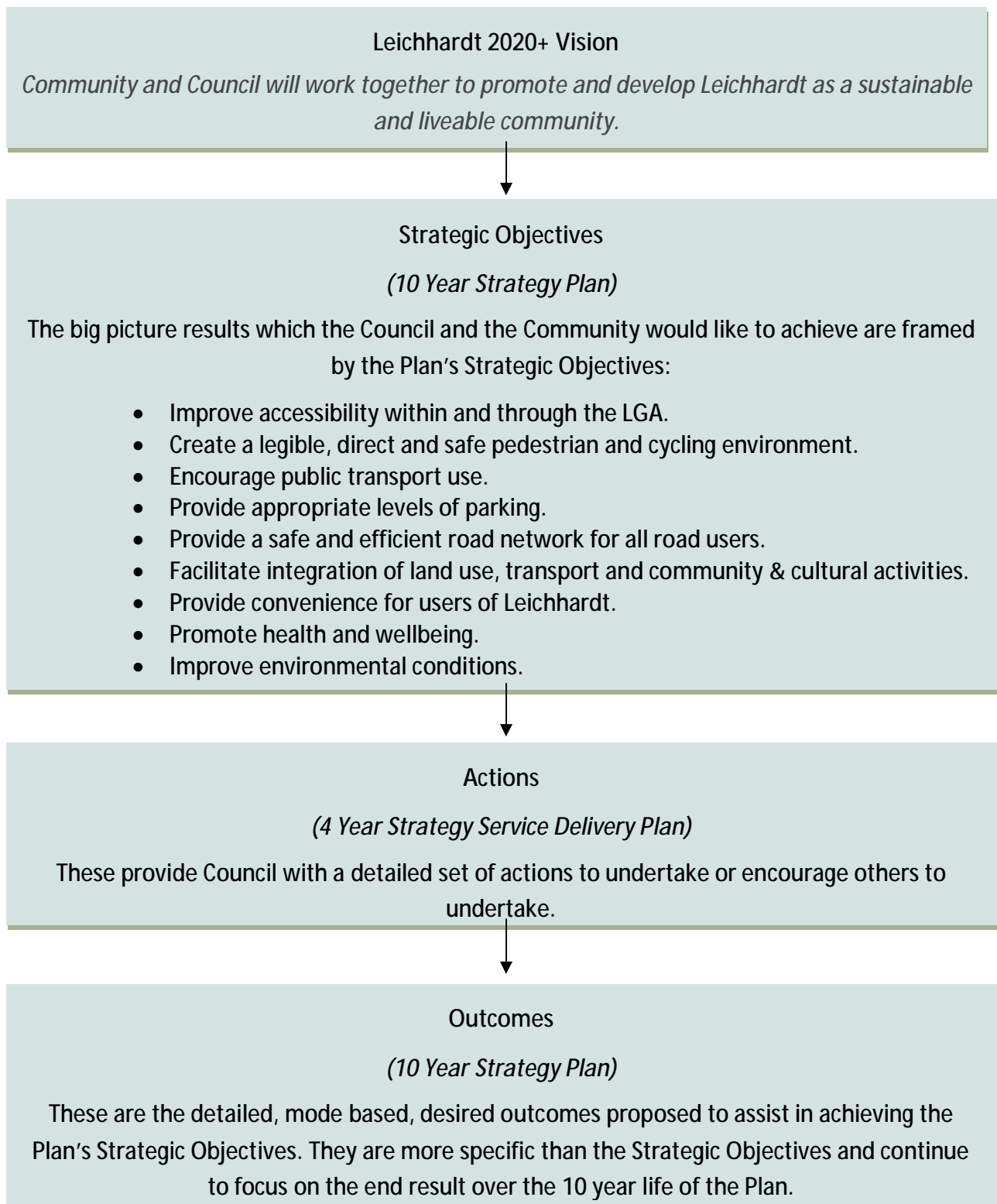
Each Strategy and Objective in the Service Delivery Plan is designed to assist in achieving one, or more, of the Transport Plan's Strategic Objectives. The Service Delivery Plan provides:

- Nine key objectives
- A series of mode based desired outcomes
- Proposed Actions, to assist in achieving the objectives and outcomes
- Indicative costs, benefits, priorities, feasibility and timing
- Divisional responsibility for each action.

From the perspective created by the 10 year Strategic Plan, this Service Delivery Plan:

- outlines the actions, activities and programs that Council will complete over the next four years in partnership with the community, and the State Government, to meet the Strategic Objectives outlined in the 10 Year Strategic Plan, and;
- identifies the responsibilities and resources required to implement the medium term aspects of the Transport Plan over the next four years.

The Leichhardt Integrated Transport Plan incorporates the following framework:



The Nine Strategic Objectives

As established in the 10 Year Strategy Plan Leichhardt's Integrated Transport Plan is drawn from the essence of Leichhardt 2020+ and framed by Nine Strategic Objectives.

The Plan's primary goal is to foster environmental improvements by:

Reducing private car dependency for all travel.

and its actions and objectives are aimed at:

Improving Safety for All of our Community.

Nine Strategic Objectives	
Objective 1	Improve accessibility within and through the LGA.
Objective 2	Create a legible, direct and safe pedestrian and cycling environment.
Objective 3	Provide appropriate levels of parking.
Objective 4	Encourage public transport use.
Objective 5	Provide a safe and efficient road network for all road users.
Objective 6	Facilitate integration of land use, transport and community & cultural activities.
Objective 7	Provide convenience for users of Leichhardt LGA.
Objective 8	Promote health and well being.
Objective 9	Improve environmental conditions.

From ideas that have been suggested by community members, government, stakeholders and transport experts, 8 integral ideas were created. These ideas have strong linkages across the 9 strategic objectives of this Plan and provide a keen insight into the community's aspirations, desires and needs.

1. Connecting people with people,
2. Connecting people with places,
3. An accident free road network ,
4. Use of sustainable transport for the majority of travel,
5. Clean, safe and reliable connectivity within and through the LGA,
6. Complete and equitable accessibility to all locations for all people,
7. Adequate parking to ensure that those who chose to drive can,
8. Council leading the community by example.

These visions helped us develop 9 Strategic Objectives:

1. Improve accessibility within and through the LGA.
2. Create a legible, direct and safe pedestrian and cycling environment.
3. Encourage public transport use.
4. Provide appropriate levels of parking.
5. Provide a safe and efficient road network for al road users.
6. Facilitate integration of land use, transport and community & cultural activities.
7. Provide convenience for the users of Leichhardt.
8. Promote health and wellbeing.
9. Improve environmental conditions.



Nine Outcomes

Subsequently 9 Outcomes were developed and incorporated into the 10 year Strategic Plan to help guide the development of actions for the 4 Year Service Delivery Plan:

Outcome 1 - "A modal hierarchy which reflects our desired future".

Outcome 2 – "Performance targets which reinforce our desired future".

Outcome 3 - Walking - "A legible, direct and safe pedestrian network that encourages an increased number of people to walk".

Outcome 4 – Cycling – "A comprehensive bicycle network which makes cycling safe, usable and attractive".

Outcome 5 - Public Transport – "Public transport systems that are fully integrated, suitable to the inner city and efficiently respond to changing demands".

Outcome 6 - Community Transport – "Knowing our Community's travel needs and working with all stakeholders to cater for those needs".

Outcome 7 - Parking – "A systematic equitable approach to the provision and management of both on-street and off-street parking".

Outcome 8 - General traffic – "Leichhardt's Street Network should be safe, usable and adaptable".

Outcome 9 - Land Use and Other Considerations - "An Integrated approach to achieving our transport future managed across multiple disciplines".

These Outcomes then helped shape the specific actions detailed in the following tables. The first two Outcomes are broad-based outcomes which relate to many of the Actions proposed in the 4 Year Services Delivery Plan, while Outcomes 3 to 9 are more specifically mode-based as referred later in this Plan.

Background

The next section of the Service Delivery Plan includes specific actions for Council to implement to achieve the community's desired transport outcomes for the next four years in accordance with the Transport Plan's nine Strategic Objectives:

- Improve accessibility within and through the LGA, with a focus on active transport modes.
- Create a legible, direct and safe pedestrian and cycling environment to encourage walking and cycling for local trips.
- Encourage public transport usage through improved information, infrastructure and frequency, reliability and coverage of services.
- Provide a safe and efficient road network for all road users.
- Provide appropriate levels of parking, both short and long stay, to support local business in the key centres and to meet the needs of residents and public transport users.
- Facilitate integration through land use and transport.
- Provide convenience for users of Leichhardt LGA.
- Promote health and well being.
- Improve environmental conditions.

The Action Plan

Integrated Transport Plan Action Matrices

Leichhardt's Integrated Transport Plan provides a series of matrices to assist in the analysis of various aspects of the proposed actions. The "Action Assessment Matrix" is provided in the following section. This matrix is divided into mode-based sections and addresses the following categories:

- Availability of current funding for the action.
- Cost range, to council, (high to low) of the action.
- Benefit range of the action (high to low).
- Priority of the action based on the priority assessment process discussed previously in this report. *(Currently this column identifies each action as either a low, medium or high priority. It is proposed that subsequent to the exhibition of the draft Integrated Transport Strategy this priority ranking will be amended to further reflect the community's views. This revised priority ranking will then inform requests for budget allocations and funding over the 2012-2016 period).*
- Feasibility of implementing the action and achieving realistic benefits.

- Desirable timing for implementation of each action. *(Currently this column identifies each action as short, medium or long term. It is proposed that subsequent to community feedback obtained during the exhibition of the draft Integrated Transport Strategy, further discussions will be held with Council's Infrastructure and Service Delivery Team and a separate report will be presented to Council requesting appropriate funding allocation over the 2012-2016 period).*
- The actions relationship to mode conversion enablers included in the SMILE Initiative referred to in the 10 Year Strategy and technical papers.
- Authorities, agencies and Council divisions responsible for the implementation of the action.

Two other matrices are provided under separate cover and include:

- Action and Objective Matrix,
- Action Example Matrix,
- Action Prioritisation Process,

In the analysis of and its priority the benefits, costs, and trade offs have been considered for the following categories:

- Financial,
- Transport movements/levels of service/infrastructure,
- Social,
- Economic,
- Environmental.
-

To provide a simple and effective method of prioritising projects where consistent quantitative data is not available, GTA Consultants has devised the priority evaluation matrix shown in Figure 6

Figure 6: Priority Evaluation Matrix

Cost Estimate	Potential Benefits		
	High	Medium	Low
Low	Priority 1	Priority 1	Priority 2
Medium	Priority 1	Priority 2	Priority 3
High	Priority 2	Priority 3	Priority 3

Once the relative priorities have been established, it is valuable to consider the overall feasibility of the projects or initiatives being considered. This includes engineering feasibility, political feasibility, community consultation and opinion, as well as conflicting priorities and needs. This “degree of difficulty” for implementation should avoid overlap with cost considerations where possible. Figure 7 shows how the priorities can be translated to short, medium and long term actions through consideration of project feasibility.

Figure 7: Action Evaluation Matrix

Priority	Project Feasibility		
	High	Medium	Low
Priority 1	Short Term	Short Term	Medium Term
Priority 2	Short Term	Medium Term	Long Term
Priority 3	Medium Term	Long Term	Long Term

Key to the Action Plan tables

KEY	PRIORITY
1	Highest priority – items that are: §essential to the successful implementation of the Plan, §vital to the implementation of key integral ideas emerging through the Community and Cultural Plan 2011- 2021.
2	Very important – items that local government, other agencies, and community partners need to maintain or implement.
3	Important – important items that need to be addressed over time.
KEY	RESOURCING IMPACT
Nil additional	The action does not impact Council's corporate budget.
TBD	To be determined – further research is required to establish the costs involved.
\$ pa	Per annum – an ongoing action with a regular annual cost.
\$	The total cost of a one-off project with a fixed timeframe.
KEY	OTHER
BUGs	Bicycle User Groups
E&CM	Leichhardt Council Environment and Community Management Division
ISD	Leichhardt Council Infrastructure Service and Delivery Division
LMC	Leichhardt Council

Figure 8: The Four Year Service Delivery Strategy

Action	Implementation	Current Funding	Cost	Benefits	Priority	Feasibility	Timing	SMILE Initiative ^e	Responsibility
Outcome 3 - Walking - "A Legible, Direct And Safe Pedestrian Network That Encourages An Increased Number Of People To Walk".									
W1 - Construct missing links in the pedestrian network including missing footpaths, kerb ramps, shared paths, crossing points and tactile pavement markings.	<ul style="list-style-type: none"> Identify missing links and establish <i>Benefit : Cost Ratios</i> (BCR) for each using the methods under development by PCAL. Construct the missing links with high BCRs. 	Partially	Medium	Low	3	High	Medium Term	ü	Leichhardt Council (ISD)

<p>W2 -Develop a signage and way finding strategy to assist pedestrians navigating through the LGA to public transport nodes, retail and commercial centres and community facilities.</p>	<p>The following destinations should be signposted:</p> <p>Retail</p> <ul style="list-style-type: none"> • Norton Street, Leichhardt • Marion Street, Leichhardt • Johnston Street, Annandale • Booth Street, Annandale • Darling Street, Balmain • Darling Street, Rozelle • Catherine Street <p>Transport Nodes</p> <ul style="list-style-type: none"> • Light rail stops (Lilyfield, Rozelle and in due course the new Greenway stations) • Wharves – Balmain West/Elliott St, Birchgrove/Yurulbin, Balmain/Thames St, Balmain East/Darling St • ‘Superstops’ on Norton Street, Victoria Road and Darling Street (once established) <p>Local</p> <ul style="list-style-type: none"> • Leichhardt Park Aquatic Centre/Leichhardt Oval • Rozelle Hospital • Bicentennial Park 	No	Low	Low	2	High	Short Term	ü	Leichhardt Council (E&CM - ISD)
---	---	----	-----	-----	---	------	------------	---	---------------------------------

W3 - Work with Schools to develop Walking School Bus programs.	A High School and Primary School should be enlisted to participate in a Walking School Bus trial. Following a successful trial the Walking School Bus program should be extended to all schools within the LGA.	No	Low	High	1	High	Short Term	ü	Leichhardt Council (E&CM)
--	---	----	-----	------	---	------	------------	---	---------------------------

<p>W4 - Develop an educational program that promotes the health, environmental and economic benefit of walking.</p>	<p>Utilise the resources developed by PCAL which promote the health benefit of 30 minutes or more of moderate intensity activity each day. Key messages identified in the PCAL resources include:</p> <ul style="list-style-type: none"> Physical inactivity contributes to the deaths of about 8000 people a year in Australia. The transport sector is NSW's second-largest source of greenhouse gas emissions and account for 15% of the total NSW emissions. Cars account for nearly half of this. Long-term economic growth requires a healthy population and a healthy environment. <p>The program should utilise existing initiatives that encourage walking such as Walk to Work Day and Walking Works program.</p> <ul style="list-style-type: none"> It is important that the community is involved in the development of the educational program 	No	Low	Medium	1	High	Short Term	ü	Leichhardt Council
---	---	----	-----	--------	---	------	------------	---	--------------------

<p>W5 - Develop Active Transport Plan in which a defined pedestrian network compliments the bike network, public transport network, community & cultural facilities and land use.</p>	<p>Prepare Active Transport Plan</p>	<p>Not Required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>	<p>ü</p>	<p>Leichhardt Council (E&CM)</p>
<p>W6 - Explore opportunities to introduce "Walking Shop Bus" programs</p>	<ul style="list-style-type: none"> • Discuss with Businesses and shoppers • Commence trial "Walking Shop Bus" 	<p>No</p>	<p>Medium</p>	<p>Medium</p>	<p>2</p>	<p>Medium</p>	<p>Short Term</p>	<p>ü</p>	<p>Leichhardt Council (E&CM)</p>
<p>W7 - Create historic, arts and community focussed walks with associated way-finding</p>	<ul style="list-style-type: none"> • Discuss with interest groups • Prepare plan • Commence trial 	<p>No</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>	<p>ü</p>	<p>Leichhardt Council (E&CM)</p>

<p>W8 - Produce downloadable "podcasts" to accompany special interest walks (eg Historic Walks around Balmain, Foreshore Walks, Arts Walks etc)</p>	<ul style="list-style-type: none"> • Determine key walk types to focus on • Choose trial walk • Produce trial, downloadable from Council's website 	No	Low	Medium	1	High	Short Term		Leichhardt Council (E&CM)
<p>W9 - Pursue the completion of the GreenWay as a shared path, biodiversity corridor and community & cultural facility.</p>	<p>Continue to work with the Community, adjacent Councils and the State Government to bring the GreenWay to fruition.</p>	NA	High	High	2	High	Medium		State Government, with LMC and adjacent Councils

Action	Implementation	Currently funded*	Cost	Benefits	Priority	Feasibility	Timing	SMILE Initiative	Responsibility
Outcome 4 – Cycling – “A Comprehensive Bicycle Network Which Makes Cycling Safe, Usable And Attractive”.									
C1 - Construct the cycle infrastructure identified in the Bike Plan 2007	<ul style="list-style-type: none"> Prioritise works to provide completed priority routes Continue to construct as per existing Bike Plan and Bicycle Facilities Works Programs - until Bike Plan Review is completed in 2013 	Partially	High	High	2	High	Short Term	ü	Leichhardt Council (ISD)
C2 - Construct appropriate cycling infrastructure to meet the future cycling demand.	<ul style="list-style-type: none"> Review existing Bike Plan in 2012/13 – include as part of Active Transport Plan Prepare new works program to reflect revised Bike Plan 	No	High	High	2	Medium	Medium	ü	Leichhardt Council (ISD)
C3 - Update the Development Control Plans to include cycle parking and end of trip facilities requirements for various land uses.	The DCP should require facilities for bike riders are to be provided in all buildings that provide on-site car parking. Bicycle parking space should be provided assuming 10% of all trips are made by cycling to reflect the proposed Leichhardt cycling target for 2020.	Not required	Low	High	1	High	Short Term	ü	Leichhardt Council (E&CM)

<p>C4 - Review the existing cycle parking provision at public transport nodes, local and commercial centres and install cycle parking as required, incorporating street art design where appropriate. Consider the provision of commercial or Council operated Cycle Stations, which could include cycle parking, cycle repairs, cafe, showers, lockers, laundry service, etc.</p>	<p>Transport Nodes</p> <ul style="list-style-type: none"> • Balmain East Wharf • Balmain Wharf • Birchgrove Wharf • Balmain West Wharf • Lilyfield MLR Stop • Rozelle Bay MLR Stop <p>Retail</p> <ul style="list-style-type: none"> • Norton Street, Leichhardt • Marion Street, Leichhardt • Johnston Street, Annandale • Booth Street, Annandale • Darling Street, Balmain • Darling Street, Rozelle • Catherine Street <p>Leisure/Recreation</p> <ul style="list-style-type: none"> • Memorial Park • War Memorial Park • Hinsby Park • Evan Jones Playground • Cohen Park • Eaton Park • Birchgrove Oval • Mort Bay Park 	No	Low	Medium	1	High	Short Term	ü	Leichhardt Council (E&CM)
--	---	----	-----	--------	---	------	------------	---	---------------------------

	<ul style="list-style-type: none"> • Callan Point • Blackmore Oval • King George Park Fitness Station • Ballast Point <p>Car Parks</p> <ul style="list-style-type: none"> • Beattie Street, Balmain • Palmer Street/Watson Lane, Balmain • Waterloo Street, Rozelle • Merton Street (east of Darling Street) , Rozelle • Merton Street (west of Darling Street) , Rozelle • Marion Street, Leichhardt • Norton Street, Leichhardt • Renwick Street, Leichhardt • Hay Street, Leichhardt • Convert one car space in the Council Administration Building car park to cycle parking. 								
C5 - Develop a bicycle network map for the Leichhardt LGA.	<p>The bicycle network map for the Leichhardt LGA should include:</p> <ul style="list-style-type: none"> • the route network for safe cycling and the superimposed 10-15 minute catchments for cycling trips, taking into consideration gradient. • a map of the LGA with key 	Yes	Low	Medium	1	High	Short Term	ü	Leichhardt Council (E&CM)

	<p>locations, including end-of-trip facilities (parking, showers, lockers).</p> <ul style="list-style-type: none"> • a selection of popular cycle routes, eg historic routes, parkland routes, cafe tour, family ride. • helpful hints and safety tips. 								
C6 - Support initiatives proposed by other stakeholders, particularly neighbouring areas that could generate bicycle trips into the Leichhardt LGA.	Ensure the Inner Sydney Cycle Network, and any future changes to the network are incorporated into Leichhardt's cycle network.	Not required	Low	Medium	1	Medium	Short Term	ü	Leichhardt Council (E&CM) Other Councils

<p>C7 - Develop an educational program that promotes the health, environmental and economic benefit of cycling.</p>	<p>The benefit of cycling that should be included in promotional initiatives include</p> <ul style="list-style-type: none"> • Reduced traffic congestion. • Energy conservation. • Reduced parking problems. • Cycling can extend the catchments of existing public transport services. • Road and parking facility cost savings. • Increased health and fitness. • Reduced crash risk to other road users. • Consumer cost savings. • Public space required for cars can be reduced. • Increased public space available for people to gather, to socialise, to walk and for children to play. • Improved mobility options for non-drivers. • Improved public spaces where people interact. 	No	Low	Medium	1	High	Short Term	ü	Leichhardt Council
---	---	----	-----	--------	---	------	------------	---	--------------------

	<ul style="list-style-type: none"> • Cycling can result in travel time savings. In urban environments bicycles are often quicker than cars over distances up to 5km. • More liveable communities. • Support for local area sustainability objectives. • Air and noise pollution reductions. <p>Different measures should be developed for the various bike rider target groups including:</p> <ul style="list-style-type: none"> • Novice bike riders, • Recreational bike riders, • Commuter Bike riders, • Non bike riders. 								
C8 - Support future cycle hire schemes / "bike libraries"	<ul style="list-style-type: none"> • Examine World's Best practice Bike Share/Hire schemes. • Examine safety issues associated with Helmet wearing and explore alternatives to Helmet Share (eg inserts and sterilisation practices). • Discuss legislative change with State Government. • Approach Bike Hire Providers. 	No	Low	Low	2	Medium	Medium Term	ü	Leichhardt Council (E&CM)

C9 - Monitor the level of bike rider activity.	<ul style="list-style-type: none"> Using the 'Super Tuesday' data on the number of bike riders throughout the LGA, monitor the changes in cycling activity. Review the cycle parking in locations where there is an increase in bike rider numbers. Provide permanent bicycle (and pedestrian) count stations at selected locations, using recent technological advances (old-style pneumatic tubes and induction loops are inaccurate and don't count pedestrians). 	Yes	Low	Low	2	High	Short Term		Leichhardt Council (E&CM – ISD) Bicycle NSW, Local BUGs
C10 - Expand Council's staff bicycle fleet including "Electric Assist Bikes"	<ul style="list-style-type: none"> Examine options for electric assist bikes If appropriate purchase 2 electric assist bike for Council fleet. 	No	Low	Medium	1	Medium	Short Term		Leichhardt Council (E&CM)
C11 - Provide bike parking adjacent to car share pods	<ul style="list-style-type: none"> Discuss with car Share operators and Transport NSW/RMS. Examine visually appealing options for bike lockers. 	Partially	Low	Medium	1	High	Short Term	ü	Leichhardt Council (ISD)

C12 - Introduce "Bike Buses" in conjunction with local Bicycle user groups, to compliment events such as "Ride to Work Day"	<ul style="list-style-type: none"> • Examine existing legislation and insurance/legal issues. • Liaise with Bicycle User Groups • Liaise with a adjacent Councils. • Initiate joint action with Bicycle user Groups. 	No	Low	Medium	1	High	Short Term		Leichhardt Council (E&CM & ISD)
C13 - Prepare a detailed behavioural change and promotional campaign strategy to encourage increase bicycle use in Leichhardt	<ul style="list-style-type: none"> • Liaise with Bicycle Advisory Committee and adjacent Councils. • Recognise target users. • Prioritise campaign initiatives. 	No	Medium	Medium	1	Medium	Short Term		Leichhardt Council (E&CM & ISD)
C14 - Explore opportunities to provide "Bike Share" facilities on Cockatoo Island	<ul style="list-style-type: none"> • Examine bike share best practice. • Liaise with Bike Share providers. 	No	Low	Low	2	Medium	Medium Term		Leichhardt Council (E&CM)

C15 - Examine opportunities to provide free bike training courses for local workers to encourage them to use bicycles	<ul style="list-style-type: none"> • Liaise with bike training providers. • Liaise with local businesses. • Initiate trial program. 	No	Low	Medium	1	Medium	Short Term		Leichhardt Council (E&CM - ISD)
C16 - Ensure that all public parking areas provide bike parking facilities	<ul style="list-style-type: none"> • Prioritise public parking areas for installation of bike parking facilities. • Examine visually appealing options for bike lockers. 	Partially	Low	Medium	1	High	Short Term	ü	Leichhardt Council (E&CM – ISD)
C17 - Pursue the completion of the GreenWay as a shared path, biodiversity corridor and community & cultural facility.	Continue to work with the Community, adjacent Councils and the State Government to bring the GreenWay to fruition.	NA	High	High	2	High	Medium		State Government, with LMC and adjacent Councils

Action	Implementation	Currently funded*	Cost	Benefits	Priority	Feasibility	Timing	SMILE Initiative	Responsibility
Outcome 5 - Public Transport – “Public Transport Systems That Are Fully Integrated, Suitable To The Inner City And Efficiently Respond To Changing Demands”.									
PT1 - Upgrade existing bus stops to address the deficiencies identified in the Bus Audit 2010 to ensure they are fully accessible.	The bus stops should be upgraded based on the frequency of services at each bus stop. The highest priority should be given to bus stops on the following roads: i Victoria Road ii Norton Street iii Darling Street iv Booth Street v Marion Street	No	Medium	Medium	2	High	Short Term		Leichhardt Council (ISD)

<p>PT2 - Liaise with Sydney Buses/Transport NSW to introduce additional Metrobus services and to create 'superstops'.</p>	<p>Leichhardt should negotiate with the government agencies to trial a 'superstop' on Victoria Road. The 'superstop' should have high quality infrastructure provided including raised platforms, bus shelters, ticket machines, real-time passenger information displays, next bus announcements and express or limited stop services serving the bus stop. Other 'superstops' on Norton Street, Darling Road and Marion Street should be considered based on the success of the Victoria Road trial.</p>	<p>Not required</p>	<p>Medium</p>	<p>High</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>		<p>Leichhardt Council (ISD – E&CM) Sydney Buses Transport NSW</p>
<p>PT3 - Promote the use of public transport as an alternative to private car use.</p>	<p>Information on the environmental and economic Benefits, as well as websites such as www.131500.com.au which provide information on the public transport services available should be made available to residents.</p>	<p>Partially</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>	<p>ü</p>	<p>Leichhardt Council Sydney Buses Transport NSW</p>

<p>PT4 - Liaise with Sydney Buses, Transport NSW and RTA to provide additional and improved services</p>	<ul style="list-style-type: none"> • New routes to Botany Bay, Marrickville and Ryde LGAs. • Additional and Improved bus priority measures along Victoria Road and Parramatta Road. 	<p>Not Required</p>	<p>Low High to NSW Government)</p>	<p>Medium</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>		<p>Leichhardt Council (E&CM - ISD) Sydney Buses Transport NSW</p>
<p>PT5 - Liaise with Transport Providers to ensure there are convenient multi-modal interchanges.</p>	<ul style="list-style-type: none"> • Arrange Transport provider workshop to discuss. • Assist State Government in designing multi-modal interchanges. 	<p>Not required</p>	<p>Low</p>	<p>High</p>	<p>1</p>	<p>Low</p>	<p>Medium Term</p>		<p>Leichhardt Council (E&CM - ISD)</p>
<p>PT6 - Liaise with Sydney Buses/Transport NSW regarding the use of smaller buses to service areas where buses are currently restricted.</p>	<ul style="list-style-type: none"> • Arrange Transport provider workshop to discuss. • Assist State Government in exploring options for smaller buses. 	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>Low</p>	<p>Medium Term</p>		<p>Leichhardt Council (E&CM - ISD)</p>

<p>PT7 - Liaise with Sydney Buses/Transport NSW to provide additional services to Botany Bay, Marrickville and Ryde LGAs.</p>	<ul style="list-style-type: none"> • Arrange Transport provider Workshop to discuss. • Assist State Government in examining inner city demand. 	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>Low</p>	<p>Medium Term</p>		<p>Leichhardt Council (E&CM - ISD)</p>
<p>PT8 - Liaise with Sydney Buses/Transport NSW and RTA to provide bus priority measures.</p>	<ul style="list-style-type: none"> • Arrange Transport provider Workshop to discuss. • Assist State Government in designing innovative bus priority measures. 	<p>Not required</p>	<p>Low</p>	<p>High</p>	<p>1</p>	<p>Low</p>	<p>Medium Term</p>		<p>Leichhardt Council (E&CM - ISD)</p>
<p>PT9 - Liaise with Sydney Ferries/Transport NSW to provide smaller ferries and increased frequency of services.</p>	<ul style="list-style-type: none"> • Arrange Transport provider Workshop to discuss. • Assist State Government in exploring options for smaller ferries. 	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>Low</p>	<p>Medium Term</p>		<p>Leichhardt Council (E&CM - ISD)</p>

<p>PT10 - Liaise with Sydney Ferries/Transport NSW to increase the number of services and the areas serviced.</p>	<ul style="list-style-type: none"> • Arrange Transport provider Workshop to discuss. • Assist State Government in determining demand from Balmain Peninsula. • Assist State Government in promoting use of ferries from Balmain Peninsula. 	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>Low</p>	<p>Medium Term</p>		<p>Leichhardt Council (E&CM - ISD)</p>
<p>PT11 - Liaise with Metro Transport Sydney in order to create and market light rail as a 'high quality' ride.</p>	<p>Actively lobby the light rail operator to create a 'special' quality of light rail trips, to attract new users and reduce dependence on private car travel.</p>	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>Medium</p>	<p>Short Term</p>		<p>Leichhardt Council (E&CM - ISD)</p>
<p>PT12 - Promote the use of public transport in as an alternative to private car use.</p>	<p>Prepare promotional campaign to encourage Leichhardt residents, workers and visitor to use public transport.</p>	<p>No</p>	<p>Medium</p>	<p>High</p>	<p>2</p>	<p>Medium</p>	<p>Medium</p>		<p>Leichhardt Council (E&CM - ISD) Sydney Buses City Rail Sydney Ferries Transport NSW</p>

<p>PT13 - Support community transport initiatives proposed by neighbouring Councils in order to provide a regional community transport service.</p>	<p>Leichhardt Council should continue their involvement in the Inner-Sydney Regional Community Transport working group and support recommendations that developed through workshops and meeting.</p> <p>As priority, Leichhardt should pursue a regional community transport service that links Leichhardt, Canada Bay and City of Sydney LGAs. Re-branding of community transport services would be integral to the regional route to ensure it maximises usage and provides an inclusive service.</p>	Partially	Low	Medium	1	Medium	Short Term	ü	<p>Leichhardt Council Other Councils Transport NSW</p>
---	---	-----------	-----	--------	---	--------	------------	---	--

Action	Implementation	Currently funded*	Cost	Benefits	Priority	Feasibility	Timing	SMILE Initiative	Responsibility
Outcome 6 - Community Transport – “Knowing Our Community’s Travel Needs And Working With All Stakeholders To Cater For Those Needs”.									
CT1 - Develop a brokerage scheme which would allow local charity and not-for-profit organisations to own a percentage of community transport vehicle.	<ul style="list-style-type: none"> • Convene Community Transport Workshop. • Work with Adjacent councils, SSROC, State Government, Community Transport Providers and the community at large to develop a “brokerage” model. • Examine World’s best practice for transport brokerage. 	No	Medium	Low	3	Medium	Long Term	ü	Leichhardt Council Other Councils Community Transport providers SSROC Transport NSW

<p>CT2 - Develop a 'Council Cab' program to provide community transport services with the NSW Taxis.</p>	<ul style="list-style-type: none"> • Examine world's best practice "council cab schemes". • Examine economic feasibility of "Council cab Scheme". • Introduce trial "Council cab Scheme". 	No	Low	Low	2	Medium	Medium Term	ü	Leichhardt Council (E&CM)
<p>CT3 - Develop a 'Smartlink' website to coordinate and manage the reservation of community transport vehicles and/or drivers.</p>	<ul style="list-style-type: none"> • Examine World's best practice "smartlink -type" websites for community transport. • Work with other councils and a community transport providers to develop a "smartlink-type" website. 	No	Medium	Medium	2	Medium	Medium Term	ü	Leichhardt Council (E&CM)

<p>CT4 - Develop an economic basis for the Benefit : Cost of Community Transport to determine the community-wide return on Investment for the provision of transport for the complete community, rather than only the transport disadvantaged.</p>	<p>Join with other council's. SSROC and universities to produce a study which examines the overall community benefit associated with the provision of broad-based community transport.</p>	<p>No</p>	<p>Low</p>	<p>High</p>	<p>1</p>	<p>Medium</p>	<p>Short Term</p>	<p>ü</p>	<p>Leichhardt Council Other Councils Community Transport providers SSROC Transport NSW Universities</p>
<p>CT5 - Develop a marketing campaign which promotes community transport as a service for all the community.</p>	<p>In order to change the wider community's view of community transport, community transport should be re-branded with a consistent logo which promotes community transport as a service for everyone, with an emphasis on it being a local rather than a 'special' service. The campaign should be focussed on community transport as a whole, rather than individual services.</p>	<p>No</p>	<p>Low</p>	<p>Low</p>	<p>2</p>	<p>High</p>	<p>Short Term</p>	<p>ü</p>	<p>Leichhardt Council Other Councils Community Transport Providers</p>

<p>CT6 - Investigate the provision of a Community "Shuttle"/Loop Bus accessible to all of the community. Including the possibility of joint services with the City of Sydney and Marrickville.</p>	<ul style="list-style-type: none"> • Join with adjacent councils to conduct a demand analysis study of broad-based shuttle/loop community bus services. • Examine possible models to institute broad-based shuttle/loop community bus services in conjunction with adjacent councils. 	No	Medium	High	1	Medium	Short Term	ü	Leichhardt Council (E&CM - ISD)
<p>CT7 - Investigate the inclusion of LPAC in any Community "Shuttle"/Loop Bus services.</p>	<p>Establish demand generated by LPAC and consider inclusion in shuttle /loop community bus route.</p>	No	Medium	Medium	2	Medium	Medium Term		Leichhardt Council (E&CM)
<p>CT8 - Explore funding opportunities for a Community "Shuttle"/Loop Bus, including developer contributions, parking meter monies .</p>	<ul style="list-style-type: none"> • Examine world's best practice for Community bus funding. • Discuss opportunities to establish community bus services with adjoining councils. 	No	Low	High	1	medium	Short Term	ü	Leichhardt Council Other Councils Community Transport providers

Action	Implementation	Currently funded*	Cost	Benefits	Priority	Feasibility	Timing	SMILE Initiative	Responsibility
Outcome 7 - Parking – “A Systematic Equitable Approach To The Provision And Management Of Both On-Street And Off-Street Parking”.									
P1 - Develop a priority of car parking allocation.	The following allocation of parking is recommended based on the needs of users and the promotion of more sustainable modes of transport: i Disabled parking, ii Bicycle Parking , iii Public Transport – bus stops and taxi ranks, iv Loading zones, v Car share vehicles, vi Drop off/pick up, vii Customers/shoppers, viii Electric Charging points, ix Residential (including visitors), x Local business owners and Local employees, xi Park and ride.	Not required	Low	High	1	High	Short Term		Leichhardt Council (E&CM – ISD)

<p>P2 - Liaise with car share companies to maximise the accessibility to car share vehicles.</p>	<p>The walking catchment to any proposed car share parking locations should be calculated, to maximise accessibility. Locations where there is a higher density of development within the walking catchment should be installed preferentially.</p> <p>Priority should also be given to roads where narrow streets parking is provided, in order to reduce the overall parking demand which would allow space to be reallocated from on-street parking to pedestrian facilities.</p> <p>Explore opportunities to provide bicycle lockers in association with car share pods</p>	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>	<p>ü</p>	<p>Leichhardt Council (E&CM – ISD) Car Share Companies Universities</p>
--	---	---------------------	------------	---------------	----------	-------------	-------------------	----------	---

<p>P3 - Reduce the need for parking at public transport nodes through the provision of walking and cycling facilities and the promotion of public transport services.</p>	<p>The infrastructure improvements proposed at the future light rail stops should be installed to ensure adequate access is provided to encourage walking and cycling to these stops and discourage park and ride trips.</p>	<p>No</p>	<p>High</p>	<p>High</p>	<p>2</p>	<p>Medium</p>	<p>Medium Term</p>		<p>Leichhardt Council (E&CM - ISD) Sydney Buses Sydney Ferries Sydney Metro Transport Transport NSW</p>
---	--	-----------	-------------	-------------	----------	---------------	--------------------	--	---

<p>P4 - Develop a parking strategy for the LGA.</p>	<p>The parking strategy should include:</p> <ul style="list-style-type: none"> Adjusted parking rates to reflect the Leichhardt Accessibility Score for each precinct, including car and cycle parking for various development types. maximum parking supply within key centres. locations and design specifications for multi-use car parks. locations for electric vehicle charging points. 	<p>Partially</p>	<p>Medium</p>	<p>High</p>	<p>1</p>	<p>Medium</p>	<p>Short Term</p>	<p>ü</p>	<p>Leichhardt Council (E&CM – ISD)</p>
<p>P5 - Work with the NSW State Government and other inner Sydney Councils to develop a sub-regional parking strategy.</p>	<ul style="list-style-type: none"> Convene an Inner Sydney Parking workshop. Assist NSW State Government and Inner Sydney Councils in developing a unified, consistent approach to parking control. 	<p>Not Required</p>	<p>Low</p>	<p>High</p>	<p>1</p>	<p>Medium</p>	<p>Short Term</p>		<p>Leichhardt Council (E&CM – ISD) Transport NSW NSW Planning SSROC Other Councils</p>

<p>P6 - Update LEP/DCP to require any major development sites to prepare a parking strategy for existing and future parking demand and supply, based on the public transport accessibility of the site.</p>	<p>To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.</p>	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>		<p>Leichhardt Council (E&CM - ISD)</p>
<p>P7 - Develop a business parking scheme in order to manage the parking demand of local businesses.</p>	<p>A business parking scheme, separate to the resident parking scheme, should be developed. The eligibility of a business and the associated fee should be based on the public transport accessibility score.</p>	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>Medium</p>	<p>Short Term</p>		<p>Leichhardt Council (E&CM - ISD)</p>
<p>P8 - Provide residents with subsidised travel passes or car share membership in lieu of, or complimentary to, resident parking schemes.</p>	<p>Conduct an economic analysis of the benefits of offering residents subsidised travel passes or car share membership, in lieu of parking permits, as part of the Parking Strategy.</p>	<p>No</p>	<p>Medium</p>	<p>Medium</p>	<p>2</p>	<p>Low</p>	<p>Long Term</p>		<p>Leichhardt Council</p>

<p>P9 - Review Council design requirements to ensure best practical design requirements for all road users are incorporated.</p>	<p>The Council design requirements should be reviewed to ensure they include reference to current Austroads, RTA and Australian Standards. The design guides should take into consideration the nature and magnitude of transport demand the infrastructure is to accommodate. Safety objectives should be key to the design requirements, A 'safe systems' approach should be adopted. The provision for pedestrian and bike riders and opportunities to improve public transport should be highlighted in the design guidelines.</p>	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>Medium</p>	<p>Short term</p>		<p>Leichhardt Council</p>
--	--	---------------------	------------	---------------	----------	---------------	-------------------	--	---------------------------

<p>P10 - Establish acceptable levels for kerbside parking commuter burden (both internal and external to the LGA) adjacent to major public transport nodes (Light rail stops, ferry wharves & bus "superstops").</p>	<ul style="list-style-type: none"> • Convene Inner Sydney Parking Workshop. • Jointly study commuter parking demand with other Inner Sydney councils and the NSW State Government. 	<p>Not Required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>Medium</p>	<p>Short Term</p>		<p>Leichhardt Council (E&CM - ISD) Transport NSW Sydney ferries Sydney Buses Sydney Metro Transport</p>
<p>P11 - Ensure that all public parking areas provide safe pedestrian access.</p>	<ul style="list-style-type: none"> • Develop specific design guidelines for pedestrian access to and within public parking areas. • Include these guidelines in the new Development Control Plan. 	<p>No</p>	<p>Medium</p>	<p>Medium</p>	<p>2</p>	<p>Medium</p>	<p>Medium Term</p>		<p>Leichhardt Council (E&CM - ISD)</p>

P12 – Identify measures within the DCP which would encourage new developments to provide multi-use off-street parking (eg use by commercial tenants during business hours and residents at night)	To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.	Not Required	Low	Low	1	High	Short Term		Leichhardt Council (E&CM)
P13 - Include self-managed car pooling & self-managed car share schemes as an opportunity to reduce private car dependency, in the DCP, for major developments.	To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.	Not Required	Low	High	1	High	Short Term	ü	Leichhardt Council (E&CM)
P14 - Provide parking for motor scooters/motor bikes in new developments (include in DCP)	To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.	Not Required	Low	Medium	1	Medium	Short Term		Leichhardt Council (E&CM)

Action	Implementation	Currently funded*	Cost	Benefits	Priority	Feasibility	Timing	SMILE Initiative	Responsibility
Outcome 8 - General Traffic – “Leichhardt’s Street Network Should Be Safe, Usable And Adaptable”.									
GT1 - Create a local road network aimed at improving the amenity and safety for all road users.	Revise existing road hierarchy plan to reflect council’s current safety and environmental goals, and World’s best practice in street space allocation	NO	High	High	2	Low	Long Term		Leichhardt Council RMS Transport NSW
GT2 - Improve road safety for all road users.	Review existing road crash data and instigate prioritised road safety program based on the findings of this review	No	Medium	High	1	Low	Medium Term		Leichhardt Council RMS Transport NSW Bicycle User Groups
GT3 - Review Council design requirements to ensure best practice design requirements for all road users are incorporated.	To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.	Not Required	Medium	Medium	2	Medium	Medium Term		Leichhardt Council RMS Transport NSW Bicycle User Groups

<p>GT4 - Investigate the extension to and provision of new 40km/h high pedestrian activity areas, throughout the LGA.</p>	<p>Develop a “big picture street network plan” in association with the proposed road hierarchy and road safety reviews, which identifies and prioritises streets for 40 kmh treatment.</p>	<p>No</p>	<p>Low</p>	<p>High</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>		<p>Leichhardt Council RMS Transport NSW</p>
<p>GT5 - Create a “laneways” policy to balance the competing needs for Council’s laneways and to assist in enhancing the environment and usability of the LGA’s laneways.</p>	<p>To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.</p>	<p>No</p>	<p>Medium</p>	<p>Medium</p>	<p>2</p>	<p>Medium</p>	<p>Medium Term</p>		<p>Leichhardt Council (E&CM – ISD) RMS</p>
<p>GT6 - Examine opportunities to use future “Slow Zones” legislation to achieve affordable environmental and traffic improvements in laneways.</p>	<p>Develop a “big picture street network plan” in association with the proposed road hierarchy and road safety reviews, which identifies and prioritises streets for “slow zones” and “shared zones” treatment.</p>	<p>No</p>	<p>Medium</p>	<p>Medium</p>	<p>2</p>	<p>Medium</p>	<p>Medium</p>		<p>Leichhardt Council (E&CM – ISD) RMS</p>

<p>GT7 - Consider development of lanes parallel to Parramatta Road as alternate pedestrian, cycle and café/community space.</p>	<p>To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.</p>	<p>No</p>	<p>Medium</p>	<p>Medium</p>	<p>2</p>	<p>Medium</p>	<p>Medium Term</p>		<p>Leichhardt Council (E&CM - ISD)</p>
<p>GT8 - Approach RTA regarding the provision of "barrier lines" at pedestrian crossings, which provide sufficient setback to permit large vehicles (Such as 4WDs/SUVs) to be able to clearly see small children and animals that may be on the crossings.</p>	<p>Prepare submission to Roads and Maritime Services (formerly RTA).</p>	<p>No</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>		<p>Leichhardt Council</p>

<p>GT9 - Approach RTA regarding the development of guidelines for the creation of "Slow Zones" – 10 kph areas similar to Shared Zones with more cost effective physical requirements.</p>	<ul style="list-style-type: none"> • Liaise with adjacent Councils. • Prepare submission to Roads and Maritime Services (formerly RTA). 	No	Low	High	1	High	Short Term		Leichhardt Council
<p>GT10 - Identify critical precincts for detailed movement studies (eg Hathern/Tebbutt/Beeson Streets).</p>	<p>Develop a "big picture street network plan" in association with the proposed road hierarchy and road safety reviews, which identifies and prioritises specific neighbourhoods/locations for detailed management plans.</p>	No	High	High	2	Medium	Medium Term		Leichhardt Council

Action	Implementation	Currently funded*	Cost	Benefits	Priority	Feasibility	Timing	SMILE Initiative	Responsibility
Outcome 9 - Land Use And Other Considerations - "An Integrated Approach To Achieving Our Transport Future Managed Across Multiple Disciplines".									
LU1 - Review land use controls at transport nodes to capitalise on opportunities presented by higher levels of public transport accessibility.	To be incorporated as part of the Strategic Sites & Corridors LEP/DCP review.	Not required	Low	High	1	Medium	Short Term		Leichhardt Council (E&CM)
LU2 - Update LEP/DCP to require major new developments to consider the impact on the walking, cycling, public transport and road network and transport accessibility mapping.	To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.	Not required	Low	Medium	1	High	Short Term		Leichhardt Council (E&CM)

<p>LU3 - Require all new major developments prepare a green travel plan, to reduce the reliance on private car use and increase active modes of travel.</p>	<p>To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.</p> <p>Resources developed by PCAL should be used in the development in green travel plans.</p> <p>As a major employer in the area, Council should develop a green travel plan and publish the results to provide to local businesses as a case study of the benefit of implementing such a plan.</p> <p>As part of the green travel plan a green energy electric vehicle charging point should be installed in the Council Administration Centre car park.</p>	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>	<p>ü</p>	<p>Leichhardt Council (E&CM) Developers</p>
<p>LU4 - Amend DCP/LEP to create regional telecentres to reduce the length of work based trips.</p>	<p>To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.</p>	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>	<p>ü</p>	<p>Leichhardt Council (E&CM)</p>

<p>LU5 - Update LEP/DCP to require major new developments to provide through-site links for public access on foot and bicycle with a view to creating fine grained walking and cycling networks and “competitive advantage” for these travel modes.</p>	<p>To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.</p>	<p>Not Required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>Medium</p>	<p>Short Term</p>		<p>Leichhardt Council (E&CM)</p>
<p>LU6 - Update the Development Control Plans to require Transport Impact Assessments to consider transport patterns outside the AM and PM peak period.</p>	<p>As part of the 2010/2011 DCP/LEP review, and Strategic Sites & Corridors review, the requirements for the Transport Impact Assessments should include multi-modal transport modelling of the following periods:</p> <ul style="list-style-type: none"> • AM Peak period • PM peak period • Saturdays • After school 	<p>Not Required</p>	<p>Low</p>	<p>High</p>	<p>1</p>	<p>Medium</p>	<p>Short Term</p>		<p>Leichhardt Council (E&CM) Developers</p>

<p>LU7 - Provide complementary land uses around employment centres, such as entertainment or restaurants, which would entice workers to stay in area after the close of business, which would disperse the PM peak period.</p>	<p>To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.</p>	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>	<p>Leichhardt Council</p>
<p>LU8 - Update the Development Control Plans to require Transport Impact Assessments to consider transport patterns outside the AM and PM peak period, including Saturdays, after school, etc.</p>	<p>To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.</p>	<p>Not required</p>	<p>Low</p>	<p>Low</p>	<p>2</p>	<p>High</p>	<p>Short Term</p>	<p>Leichhardt Council (E&CM)</p>
<p>LU9 - Pursue the completion of the GreenWay as a shared path, biodiversity corridor and community & cultural facility.</p>	<p>Continue to work with the Community, adjacent Councils and the State Government to bring the GreenWay to fruition.</p>	<p>NA</p>	<p>High</p>	<p>High</p>	<p>2</p>	<p>High</p>	<p>Medium</p>	<p>State Government, with LMC and adjacent Councils</p>

Action	Implementation	Currently funded*	Cost	Benefits	Priority	Feasibility	Timing	SMILE Initiative	Responsibility
Outcome 9 - Land Use And Other Considerations - "An Integrated Approach To Achieving Our Transport Future Managed Across Multiple Disciplines" (cont – other Initiatives).									
O11 - - Provide new residents with an upgraded welcome kit including information and local walking, cycling and public transport.	The welcome kit should include: <ul style="list-style-type: none"> • Transport Access Guide. • Locations where public transport tickets can be purchased. • Car share vehicle locations. • Information on the benefit of walking, cycling and public transport usage. 	No	Low	Medium	1	High	Short Term	ü	Leichhardt Council

<p>O12 - - Develop an active transport portal on Leichhardt Municipal Council's website.</p>	<p>In order to achieve a mode shift towards active transport, information on active transport facilities, schemes, programs and resources should be provided in a centralised location that is easily accessible by the community.</p> <p>The website should provide information which encourages a behaviour change on an individual basis, as well as information on green travel plans and 'green vehicles' for organisations.</p>	Partially	Medium	Medium	2	Medium	Medium Term	Leichhardt Council
--	---	-----------	--------	--------	---	--------	-------------	--------------------

<p>OI3 - Link Photo-voltaic Cells on Council Administration Building to a charging point for electric car in Council basement</p>	<ul style="list-style-type: none"> • Initiate a study into the most appropriate electric vehicle for council fleet and the viability of using roof-mounted photo-voltaic cells to charge them. • Examine economic viability of such a combination including the exploration of funding opportunities and joint venture relationships with automotive manufacturers and car share operator. 	<p>No</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>		<p>Leichhardt Council</p>
---	--	-----------	------------	---------------	----------	-------------	-------------------	--	---------------------------

<p>O14 - Explore opportunities for electric vehicles for Council.</p>	<ul style="list-style-type: none"> • Initiate a study into the most appropriate electric vehicle for council fleet and the viability of using roof-mounted photo-voltaic cells to charge them. • Examine economic viability of such a combination including the exploration of funding opportunities and joint venture relationships with automotive manufacturers and car share operator (particularly in relation to the acquisition of electric car share memberships to complement Council's existing fleet. 	<p>No</p>	<p>High</p>	<p>Medium</p>	<p>3</p>	<p>Medium</p>	<p>Long Term</p>	<p>Leichhardt Council</p>
---	--	-----------	-------------	---------------	----------	---------------	------------------	---------------------------

<p>O15 - Develop and implement a Green Travel Plan for Council, , to reduce the reliance on private car use and increase active modes of travel.</p>	<p>Examine initiatives including:</p> <ul style="list-style-type: none"> • Unit-specific Car Share memberships. • Revision of Council fleet vehicle policy. • Provision of staff travel passes, either individually or unit-based. • Purchase of electric assist bicycle for council bike fleet. • Public transport use incentives and unit (or department) base challenges. • Community challenges to reduce carbon foot print by changing travel behaviour. 	<p>No</p>	<p>Low</p>	<p>High</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>		<p>Leichhardt Council</p>
--	---	-----------	------------	-------------	----------	-------------	-------------------	--	---------------------------

<p>O16 - Establish a working group with The City of Sydney, Marrickville and Ashfield to regularly consider joint traffic, transport and parking initiatives.</p>	<p>Convene working group with The City of Sydney, Marrickville and Ashfield to regularly consider joint traffic, transport and parking initiatives.</p>	<p>Not required</p>	<p>Low</p>	<p>Medium</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>		<p>Leichhardt Council Other Councils RMS Transport NSW</p>
<p>O17 - Ensure transparency in the expenditure of monies collected from traffic and transport related revenue sources (eg parking meters) and show linked expenditure (eg expenditure on initiatives that will improve the use of sustainable transport).</p>	<p>Establish mechanisms which Ensure transparency in the expenditure of monies collected from traffic and transport related revenue sources</p>	<p>Not Required</p>	<p>Low</p>	<p>High</p>	<p>1</p>	<p>High</p>	<p>Short Term</p>		<p>Leichhardt Council</p>
<p>O18 - Identify opportunities to re-allocate unnecessary road space to public space (eg community spaces/community art spaces from oversized intersections).</p>	<p>Work with the community to identify suitable spaces for the reallocation of street space to other uses either on a full-time or part-time basis.</p>	<p>No</p>	<p>Medium</p>	<p>Medium</p>	<p>2</p>	<p>Low</p>	<p>Long Term</p>		<p>Leichhardt Council</p>

<p>OI9 - Develop "Gateway" treatments for all key entry points to the LGA.</p>	<ul style="list-style-type: none"> • To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews. • Identify "Gateways" to Leichhardt LGA. • Run a community competition to decide on the most appropriate treatments for these locations. 	No	Medium	Medium	2	Medium	Medium Term	Leichhardt Council
<p>OI10 - Develop "High Street" movement and accessibility plans for each major retail area.</p>	<p>To be incorporated as part of the 2010/2011 LEP/DCP and Strategic Sites & Corridors LEP/DCP reviews.</p>	No	Medium	Medium	2	Medium	Medium Term	Leichhardt Council

OI11 - Explore opportunities to provide "Share Boats" or short term hire boats to access Cockatoo Island.	Approach car share and boat rental companies.	No	Low	Low	2	Medium	Medium		Leichhardt Council, State government, private companies
---	---	----	-----	-----	---	--------	--------	--	---

LONG TERM INITIATIVES/ INVESTIGATIONS

LT1 - Encourage the reinstatement of the Glebe Island bridge as a pedestrian and cycle link between White Bay and Pyrmont.	Continue to lobby the NSW State Government and to work with adjacent councils.	No	Medium	Medium	2	Low	Long Term		Leichhardt Council Transport NSW RMS NSW Planning
LT2 - Encourage the construction of the City West Cycle Link.	Continue to lobby the NSW State Government and to work with adjacent councils.	No	High	Medium	3	Low	Long Term		Leichhardt Council Transport NSW RMS NSW Planning Bicycle User Groups

<p>LT3 - Encourage the State Government to provide improved public transport, possibly light rail, to White bay/Glebe island and the eastern side of the Balmain Peninsula.</p>	<p>Continue to lobby the NSW State Government and to work with adjacent councils.</p>	<p>No</p>	<p>Low (NSW Governm ent-High)</p>	<p>Medium</p>	<p>1</p>	<p>Low</p>	<p>Medium Term</p>		<p>Leichhardt Council Transport NSW RMS NSW Planning Bicycle User groups</p>
<p>LT4 - Explore opportunities to introduce parking meters which can “re-charge” electric vehicles.</p>	<ul style="list-style-type: none"> • Examine world’s best practice and economic viability of introducing parking meters which can “re-charge” electric vehicles. • Install a number of trial parking meters which can “re-charge” electric vehicles. 	<p>No</p>	<p>Medium</p>	<p>Medium</p>	<p>2</p>	<p>Medium</p>	<p>Medium Term</p>		<p>Leichhardt Council (E&CM – ISD)</p>

NOTES - Where more than 2 divisions of Council will be responsible for the implementation of the action; the “Responsibility Column” simply indicates “Leichhardt Council”.
