



INFORMING STRATEGY

Integrated Transport

At Sutherland Shire Council we do more than serve our community - we are our community.

We understand that our natural landscapes - the bays, beaches and bush - and our love of outdoor living gives us a unique energy that sets us apart from anywhere else.

This translates into an active community, and a living energy, that propels us forward.

To align our culture to our community, we are active, evolving, respectful and collaborative. This energy can be seen in everything we do. From having a can-do attitude, to embracing opportunity and change, being people-centered and working together as one.

That's why Sutherland Shire is a place for life; its vibrancy brings people to life and makes it a place they want to stay forever.

It's our role to enhance the spirit of our area and its people.

Prepared by
Sutherland Shire Council

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Acknowledgement of Country

Sutherland Shire Council would like to show their respect and acknowledge the Traditional Custodians of the Land, of Elders past and present, and extend that respect to other Aboriginal and Torres Strait Islander people.



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INTRODUCTION

The Integrated Transport Strategy outlines the key outcomes which will contribute to the convenient and efficient movement of people and goods throughout Sutherland Shire.

As a key informing strategy under Council's Integrated Planning and Reporting framework, the Integrated Transport Strategy is directly aligned to our Community Strategic Plan. It is also supported by a range of overarching NSW and Federal government supporting frameworks that set out the strategic intent for the growth of Sydney and influence the growth of the Shire and surrounding region. The Strategy will compliment Council's other informing strategies around the Environment, Housing, Open Space and the Shire economy.

The Strategy outlines four key outcomes centred on planning for a safe and sustainable transport system that will allow the community to conveniently access services, employment, business and recreational pursuits via a choice of transport options. This will be achieved by measures aimed at reducing car dependency and improving the public domain via greater investment in and support of more sustainable modes of transport like, walking, cycling and public transport. Improved advocacy, consultation and a more collaborative approach with State Government transport agencies will drive and inform ongoing planning.

Responsibility for progress towards achieving the Strategy outcomes rests with a range of agencies – with Council, State government authorities and service providers, as well as the broader community all having key parts to play.

The activities that Council will deliver to support progress of the Integrated Transport Strategy will be detailed in Council's four year Delivery Program and annual Operational Plans.



CONSULTATION

In Council's recently completed Community Satisfaction Survey, 43% of participants identified the management of traffic congestion as the highest priority for the next 10 years.

Accordingly, Council has worked closely with the Sutherland Shire community to produce the strategy. In depth discussions with individuals and groups spanning a broad range of stakeholder interest areas in Traffic and Transport were undertaken during its initial development. Further community information sessions and online community surveys were recently undertaken to seek further feedback on the working draft.

These and previous community surveys reveal the importance to the community of improving infrastructure and services across all modes of transport and that there is an openness to reducing our car dependency with the provision of better active and public transport.

[Community Satisfaction Survey Report – December 2019](#)

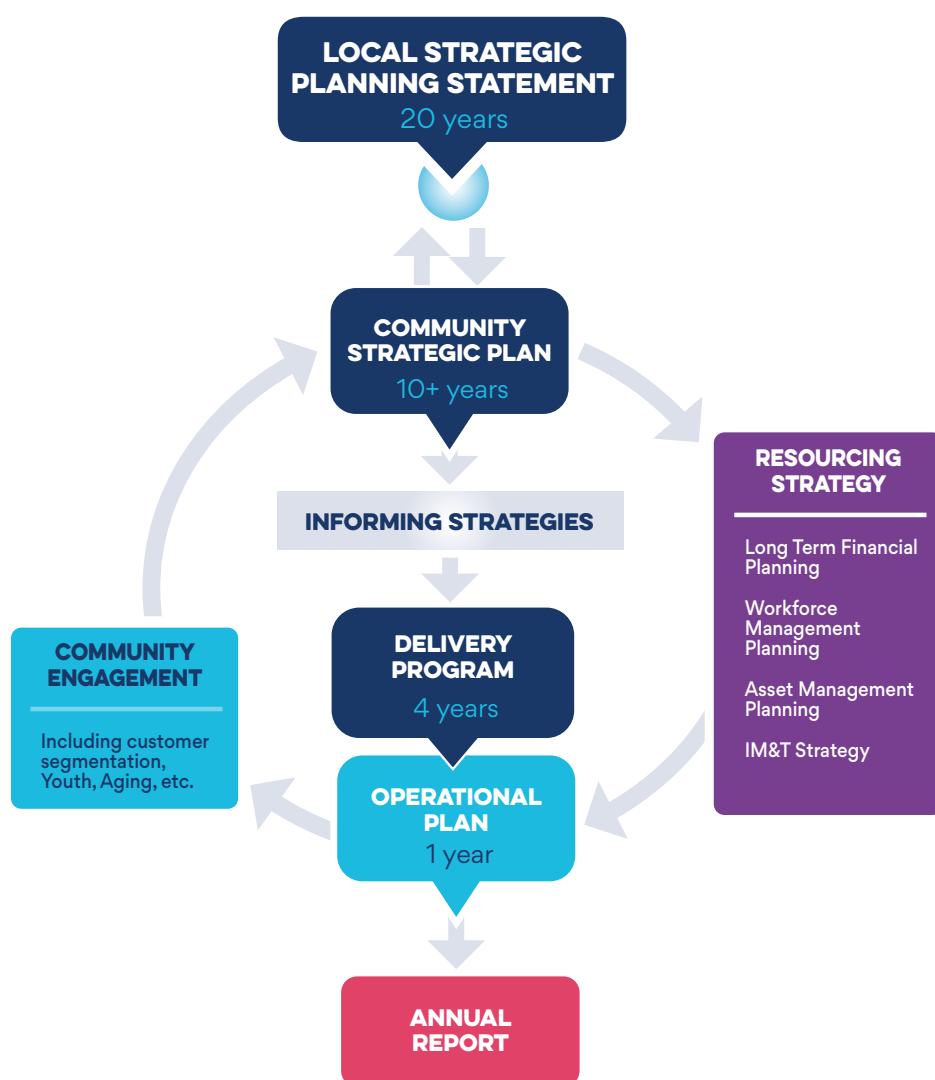
[Community Survey Report – December 2017](#)

[Sutherland Shire Integrated Transport Strategy Community Survey](#)



COUNCIL'S PLANNING PROCESS

Council has an integrated approach. Council's Plans and Strategies work together to make Sutherland Shire a connected and safe community that respects people and nature, enjoying active lives in a strong local economy.





OUR COMMUNITY PLAN

The Integrated Transport Strategy expands on the Transport aspects of our Sutherland Shire 2028 Community Strategic Plan and sits alongside a number of intersecting and ‘supporting documents’, which are connected to the Integrated Transport Strategy 2019-2030.

These documents provide further details on how Council will achieve positive transport outcomes within the Local Government Area.

Strategy 6.1 of the Community Plan specifically deals with transport – Plan and develop integrated transport networks to provide transport choices that allow people to get around in a safe, accessible, and efficient manner.

The Integrated Transport Strategy 2019-2024 is closely linked to the following supporting documents:

[Sutherland Shire Integrated Transport Strategy Research Report](#)

[NSW Government Future Transport Strategy 2056](#)

[Sutherland Shire Council Community Strategic Plan](#)

DELIVERING THE STRATEGY

Integration

The actions in this Strategy will become part of our Delivery Program and Operational Plan and will help to deliver Sutherland Shire’s Community Strategic Plan

Implementation

A detailed Implementation Plan that includes timeframes, priorities, resources, and responsibilities will be developed to help with delivery of the Strategy.

Evaluation

Measures have been developed to record our progress towards delivering this Strategy. Data will be collected throughout the implementation of the Strategy.

Reporting

Council’s progress towards delivering this Strategy will be reported as part of our normal performance reporting cycle.

RESOURCING THE STRATEGY

- Actions in the Plan that do not require additional funding to deliver will be included in Council's Delivery Program and Operational Plan.
- Some actions in the Plan will require additional funds to build something or upgrade an existing facility or service. Actions that need funding will be considered as part of Council's annual planning process.
- Council may apply for funding from external sources to help achieve the actions in the Plan.

AGENCIES AND STAKEHOLDERS

The Integrated Transport portfolio is highly relevant and in many instances dependent on (eg Public Transport) a wide range of agencies and stakeholder groups.

These include:

- Transport for NSW
- Roads and Maritime Services
- Sydney Trains
- Infrastructure NSW
- Greater Sydney Commission
- NSW Health
- Chambers of Commerce and Precinct Resident Associations

Sutherland Shire Council recognises this Strategy cannot be delivered by Council alone. In order to achieve the Strategy outcomes, we need to partner with other levels of government, transport agencies, and the community.

ABOUT US



We are a growing community with the current population of 235,000 expected to reach 266,000 by 2036.

We manage a road network with a total length of over 800km of sealed roads and 650km of footpaths, shared pathways and cycleways.

There are over 1400 Transport for NSW bus stops with approximately 200 Council bus shelters.

In addition to on street parking, Council provides and manages over 14,000 off street public car parking spaces.

We have a higher rate of car dependency compared to the rest of Sydney.



TRANSPORT TRENDS, INFLUENCES & CHALLENGES

Future planning of the Shire's transport system needs to respond to a number of existing and emerging trends, influences and challenges. These are briefly summarised below.



LAND FEATURES

The Shire covers an area of approximately 370 square kilometres and is adjoined and dissected by various rivers, creeks, bays and ports. This, in combination with limited river crossings, hilly peninsulas and the rail line ridge, has a strong influence on connectivity, accessibility and how and why people choose different transport modes.



POPULATION TRENDS

The population of the Sutherland Shire is predicted to grow by 30,000 people by 2036, with growth mainly anticipated to be located in and around the centres. Visitation to the Shire will also increase from across the Greater Sydney and Illawarra areas. Without appropriate planning, population growth will exacerbate many of the current transport challenges.

The Shire has an ageing population, with 16% of the population currently aged over 65 years. By 2036, this group is anticipated to increase to 20%. People of all ages need safe and accessible transport options.



ROAD NETWORK CONGESTION

Traffic congestion imposes significant costs on society by increasing travel time and user stress, resulting in a loss of productivity. It is estimated that by 2030 congestion will cost Greater Sydney \$12.6 billion per year. If not properly managed congestion will increasingly impact on the Shire's economy, environment and the work/life balance of many of our residents.



PRIVATE VEHICLE TRANSPORT DEPENDENCY

For the Shire as a whole we use private vehicle transport at a higher rate (76% of all trips) compared to Greater Sydney (69%). Approximately 48% of all trips less than 2km are by car and 92% for distances between 2km and 5km. Household vehicle ownership is also higher with approximately 60% of Shire households owning two or more vehicles, compared to under 45% for Greater Sydney. Dependency on private transport worsens congestion, decreases freight and efficiency and places further demand on parking.



PUBLIC TRANSPORT

Buses in the Shire are not currently a desirable form of public transport and those currently commuting by bus feel that they live in an area neglected by public transport. New thinking and creative initiatives are required to improve the frequency, convenience and reliability of bus services in order to make them a more attractive transport choice.

Current train services are operating above capacity during peak hours on the T4 line, with passenger congestion experienced on both the Illawarra and Cronulla lines



ACTIVE TRANSPORT

The community is open to greater use of active transport to travel around. Along with increasing congestion and higher residential density in and around town centres this is likely to increase demand for cycling and walking trips. To encourage and facilitate this travel behaviour, greater investment in active transport infrastructure (walking and cycling facilities) and behaviour change programs is required.




COST AND FUNDING AVAILABILITY

It is difficult for all levels of government to meet funding demands for the provision of new infrastructure whilst having to renew and maintain existing infrastructure and services. The rising cost of transport infrastructure and competing demands for other services will present funding challenges.



FUTURE TRANSPORT TECHNOLOGY

Technology has the potential to revolutionise transport by further personalising transport services allowing greater utilisation of our transport networks. Customer interface, data and insight, infrastructure and vehicle technologies continue to evolve rapidly. Understanding current and emerging technology trends will be important when planning and delivering available transport options.



The Integrated Transport Strategy establishes the objectives, outcomes, principles and strategic approach to address current issues and manage future challenges and demands on the Shire's transport network. It will promote balanced and sustainable transport that will influence and/or accommodate appropriate land use, connected and active lifestyles and a strong local economy.

INTEGRATED TRANSPORT PRINCIPLES

Future planning of the Shire's transport system needs to respond to a number of existing and emerging trends, influences and challenges. These are briefly summarised below.

CONNECTED

An accessible transport network that allows the convenient and efficient movement of people and goods to their destination as directly as possible.

INFORMED

Keeping abreast of transport trends and emerging technology, including those emerging post the COVID 19 pandemic.

SUSTAINABLE

The transport network will be planned, maintained, and evolved to best meet the needs of the present without compromising future generations.

BALANCE

Achieve a balance of "movement and place" so as to improve the liveability of places.

SAFE

Safety is optimised by applying good design and management to the Sutherland Shire transport network.

ACCESSIBLE

Enhance the availability, usability and connectedness of our transport network to support access for all.

INTEGRATED TRANSPORT AT A GLANCE

OUTCOME

1

A safe, connected, accessible active transport network

OBJECTIVE

Increase the current active transport (walking and cycling) mode share of all daily trips taken across Sutherland Shire by 25% by 2030

OUTCOME

2

An improved public transport customer experience

OBJECTIVE

Increase the current public transport mode share of all daily trips taken across Sutherland Shire by 35% by 2030

OUTCOME

3

Sufficient capacity for projected growth in daily trip volumes for all modes of transport within the road network

OBJECTIVE

Provide a safe and efficient road network that can be shared by all users within Sutherland Shire.

OUTCOME

4

Convenient and available parking that considers the needs of all users

OBJECTIVE

Effectively manage parking supply and demand in order to achieve maximum 85% (on street) and 90% (off street) peak occupancy for time limited parking by 2030.

OUTCOME

1

A safe, connected and accessible active transport network

ACTIVE TRANSPORT



OBJECTIVE

Increase the current active transport (walking and cycling) mode share of all daily trips taken across Sutherland Shire by 25% by 2030

How will we measure:

- Mode Share from Transport for NSW Transport Performance and Analytics Unit.
 - Reduced car dependency

STRATEGIC APPROACH

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| 1.1 | Advocate for and actively support the State Government in the planning and delivery of the Sutherland to Cronulla Active Transport Link. |
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| 1.2 | Develop a new prioritised 4 year rolling program of footpath, shared pathway (including consideration of lighting) and on road cycling facilities by 2020 and implement progressively. |
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| 1.3 | Develop a prioritised program of Pedestrian Access and Mobility Plans (PAMPs) in selected town centres by 2020 and implement progressively. |
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| 1.4 | Develop a prioritised program for improved way finding for pedestrians and cyclists within and linking town centres by 2020 and implement progressively. |
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| 1.5 | Develop a prioritised 4 year rolling program for improved lighting of active transport facilities by 2020 and implement progressively. |
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| 1.6 | Develop a policy to encourage end of trip facilities in new businesses and mixed use developments by 2019. |
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| 1.7 | Deliver an ongoing program of an accredited cycle skills course for students, parents and teachers across 20 primary schools in the Shire by 2030. |
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| 1.8 | Advocate the provision of active transport links along the F6 corridor and the Como to Heathcote rail corridor by the State Government. |
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| 1.9 | Develop a 5 year community change of travel behaviour campaign by 2020 and implement progressively. |
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| 1.10 | Partnering with Department of Health to promote active transport initiatives and benefits. |
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| 1.11 | Where possible, incorporate street tree planting to shade active transport networks and compliment the Sutherland Shire Green Grid. |
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OUTCOME

2

An improved public transport customer experience

PUBLIC TRANSPORT



OBJECTIVE

Increase the current public transport mode share of all daily trips taken across Sutherland Shire by 35% by 2030

How will we measure:

- Mode Share from Transport for NSW Transport Performance and Analytics Unit.
 - Reduced car dependency

STRATEGIC APPROACH

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| 2.1 | Advocate for a planning study of the public transport system to meet increased demand to and from Council's strategic centres (Sutherland and Miranda) and the western part of the Shire including major activity generators such as Sutherland Hospital and ANSTO by the State Government by 2022. |
| 2.2 | Advocate for the State Government to expedite planning and delivery of the South East Mass Transit/Train Link between Miranda and Kogarah |
| 2.3 | Advocate for the inclusion of bus priority measures in all major road and intersection upgrades |
| 2.4 | Advocate for improvements to transport interchange facilities at Miranda, Caringbah and Cronulla by the State Government by 2025. |
| 2.5 | Advocate for more convenient, efficient and reliable suburban bus services to and from Sutherland, Miranda, western part and the less accessible peninsulas of the Shire, including major activity generators such as Sutherland Hospital and ANSTO by 2023. |
| 2.6 | Advocate and support the introduction of expanded areas of on demand and community transport across The Shire by the State Government by 2020. |
| 2.7 | By 2020, establish a local partnership with lead agencies to identify and pursue improvements to the public and community transport network. |
| 2.8 | Advocate for the expansion of high rotation shuttle bus services to and from bus rail interchanges during peak commuter periods including from the less accessible and western parts of The Shire by 2020. |
| 2.9 | Develop a prioritised 4 year rolling program of works for improvement to local bus stop infrastructure including rationalisation of bus stop locations by 2020 and implement progressively. |
| 2.10 | Investigate the viability of providing a location for commuters from the western parts of the Shire to park and catch shuttle buses to public transport interchanges by 2024. |
| 2.11 | Advocate for increased capacity on the Cronulla and Illawarra train lines. |
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OUTCOME

3

SAFE AND EFFICIENT
ROADS AND FREIGHT

Sufficient capacity for projected growth in daily trip volumes for the safe operation of all modes of transport within the road network



OBJECTIVE

To provide a safe and efficient road network that can be shared by all users within Sutherland Shire.

How will we measure:

- Traffic modelling and travel time analysis
- Crash and injury data
- Community satisfaction surveys

STRATEGIC APPROACH

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| 3.1 | Subject to the optimum retention of open space within the corridor, advocate in principle for the delivery of Stages 2, 3 and 4 of the F6 project by the State Government including multi-modal transport options. |
| 3.2 | Advocate for the upgrading of the Bangor Bypass/River Road/Linden Street, Heathcote Road and New Illawarra Road corridors. |
| 3.3 | Develop a prioritised program of pinch point works in Council's local road network (including junctions with the State Road network) and implement progressively. |
| 3.4 | Identify and plan for traffic and transport works required in association with high density precinct developments and planning proposals consistent with the principles of a "movement and place" framework. |
| 3.5 | Introduce 40km/hr high pedestrian activity area speed zones in Kirrawee, Sutherland, Cronulla, Engadine, Jannali and Bundeena town centres by 2025. |
| 3.6 | Partner with lead agencies via the local traffic committee and other road safety forums to reduce road trauma. |
| 3.7 | Be well informed on advances in autonomous vehicle technologies, electric vehicles and the car share economy. |
| 3.8 | Identify and implement measures to improve freight efficiency and manage heavy vehicle trip growth. |
| 3.9 | Monitor traffic patterns post the COVID 19 pandemic and assess whether trends such as increased work from home, the on-line economy, and virtual business meetings change vehicle usage patterns. |
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OUTCOME

4

Convenient and available parking that considers the needs of all users

PARKING BALANCE



OBJECTIVE

To effectively manage parking supply and demand in order to achieve maximum 85% (on street) and 90% (off street) peak occupancy for time limited parking by 2030

How will we measure:

- Parking Surveys

STRATEGIC APPROACH

- 4.1** Review, change and expand areas of time limited parking restrictions where occupancy rates regularly exceed 85% by 2030.
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- 4.2** The use of a demand management rather than a demand satisfaction approach.
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- 4.3** Investigate the use of electronic way finding and the use of other parking technology in selected town centres.
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- 4.4** Actively work with the State Government to provide additional commuter car parking on the fringe of town centres.
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APPENDIX 1: DEFINITIONS

Active Transport: Active transport includes non-motorised forms of transport involving physical activity, such as walking and cycling

Autonomous Vehicles: means a driverless vehicle that has the technological capability to drive itself without the active physical control or monitoring by a human operator.

Car Share: Car sharing refers to a model of car rental where vehicles are rented out for shorter periods of time (usually on a per hour basis) and often [intended for shorter distance trips in urban areas](#).

F6 corridor: The Arterial Road Reserve (zoned SP2 Classified Road) which traverses the Sutherland Shire. The corridor has been set aside by the State government for a motorway. As of June 2019, neither the timing of the construction nor the detailed design of the motorway is known.

Facilities: Places or things provided to serve a specific function affording a convenience or service. Traffic and Transport facilities

High density areas: Areas where residential flats can be developed: namely, residential areas zoned R4 High Density Residential and business zones B3 Commercial Core and B4 Mixed Use

Local Road Network: Excluding State Roads it consists of all other public roads used for the connection of people and goods. Local roads are managed and maintained by Councils and range from multi-lane roads to small cul de sacs.

Localities transitioning to higher densities: Areas which are zoned to allow a higher density of development than currently exists. Future redevelopment will increase residential density.

Low density areas: Residential areas where development is characterized by single dwellings, dual occupancy and multi-dwelling housing, namely areas zoned R2 Low Density Residential, E3 Environmental Management and E4 Environmental Living.

Medium density areas: Residential areas zoned R3 Medium Density Residential where multi dwelling developments are a common development type.

Mode Share: the percentage share of people using a particular mode of transport (including cycling and walking) within the overall transport usage of an urban area.

Movement and Place: A Movement and Place Framework takes a future-focused, multi-modal approach to network planning. It takes into consideration the diverse role places play in planning the types of transport modes appropriate to a local road or street.

On Demand Transport: On Demand public transport services allow you to book a vehicle to pick you up from either home or a convenient nearby location, and take you to a local transport hub or point of interest. It's easy to book using an app, online or by phone.

PAMP: A Pedestrian Accessibility and Mobility Plan (PAMP) is a comprehensive action plan to develop pedestrian policies and build pedestrian facilities. PAMPs aim to co-ordinate investment in safe, convenient and connected pedestrian routes. A PAMP provides a framework for developing pedestrian routes or areas identified by the community as important for enhanced, sustainable safety, convenience and mobility.

Pinch point: A point in a the road [network](#) where significant [congestion](#) occurs or is [likely](#) to occur

Place based planning: Detailed planning for a particular place which responds to the unique characteristics of that place: the local character, materials, landscape, and environmental context

Private Vehicle Transport: Private vehicle transport as opposed to public transport is a transportation service which is not available for use by the general public eg: cars, trucks and motorcycles

Public Domain: the collective communal part of cities and towns with shared access for all. It is the space of movement, recreation, gathering, events, contemplation and relaxation. The public realm includes streets, pathways, rights of way, parks, accessible open spaces, plazas and waterways that are physically and visually accessible.

Public Transport: A system of vehicles such as buses and trains that operate at regular times on fixed routes and are used by the public for a set fee.

Service: A system supplying a public need. For example a local bus service is operated to help move people from origin to destination

State Roads: Managed and maintained by Roads and Maritime Services, State Roads form the primary road network within Sydney, other major urban centres and throughout the State. Examples of State Roads in Sutherland Shire include: Princes Highway, Taren Point Road and Heathcote Road.

Trip: The movement of a person from an origin to a destination within the transport network

Way finding: Information systems that guide people through a physical environment and enhance their understanding and experience of the space.





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