



SHARE
HANDS
TOGETHER
TOGETHER

ACTIVE TRANSPORT STRATEGY

2022-2032

ACKNOWLEDGEMENT OF COUNTRY

Sutherland Shire Council acknowledges the Dharawal people as the Traditional Custodians of the land within Sutherland Shire.

We value and celebrate Dharawal culture & language, and acknowledge Dharawal people's continuing connection to the land, the sea and community.

We pay respect to the Elders and their families, past, present and emerging, and through them, to all Aboriginal and Torres Strait Islander peoples.

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INTRODUCTION

The Sutherland Shire Active Transport Strategy and Implementation Plan has been prepared to ensure that active transport continues to contribute to an active, safe, healthy, liveable, connected and resilient Shire.

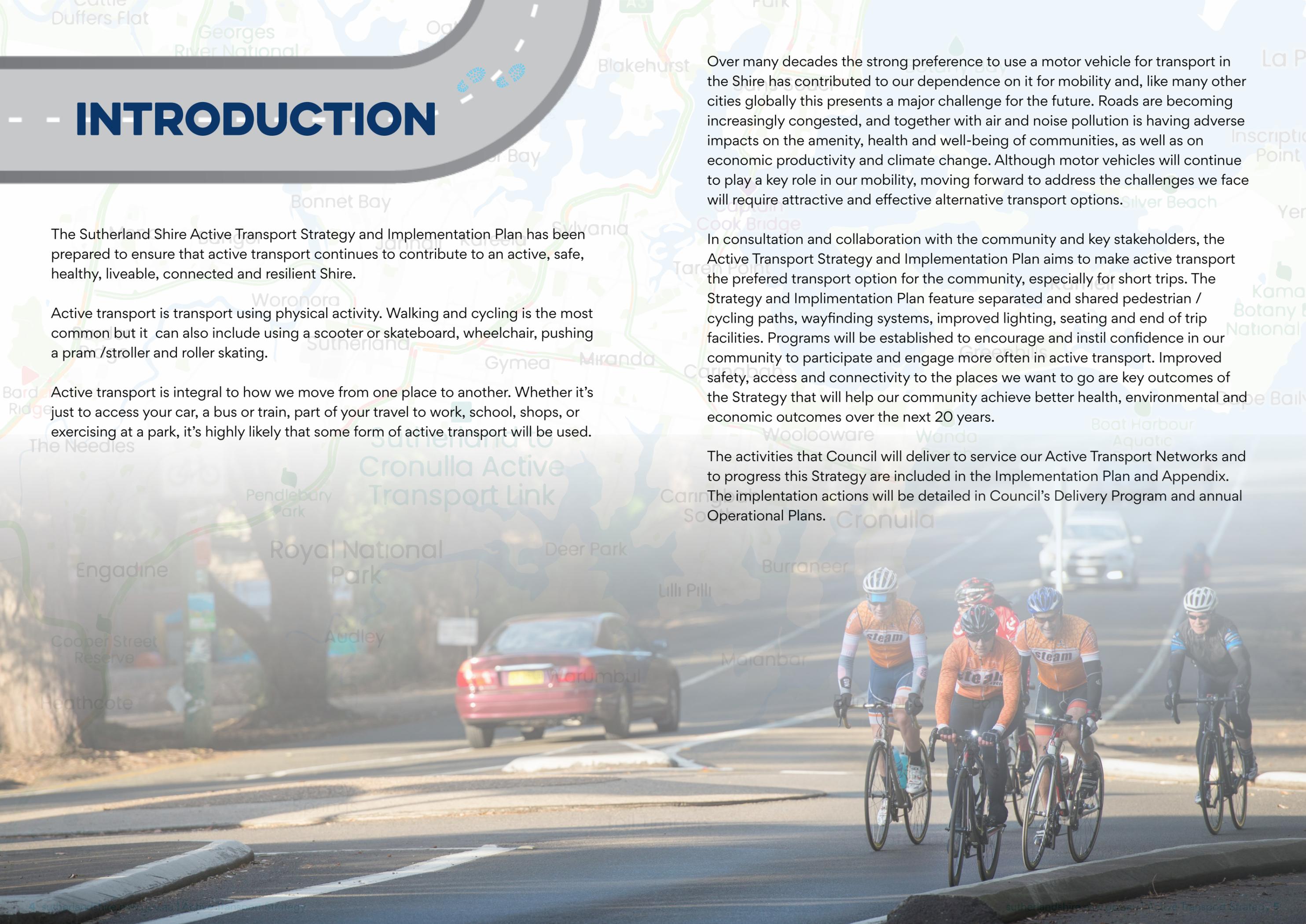
Active transport is transport using physical activity. Walking and cycling is the most common but it can also include using a scooter or skateboard, wheelchair, pushing a pram /stroller and roller skating.

Active transport is integral to how we move from one place to another. Whether it's just to access your car, a bus or train, part of your travel to work, school, shops, or exercising at a park, it's highly likely that some form of active transport will be used.

Over many decades the strong preference to use a motor vehicle for transport in the Shire has contributed to our dependence on it for mobility and, like many other cities globally this presents a major challenge for the future. Roads are becoming increasingly congested, and together with air and noise pollution is having adverse impacts on the amenity, health and well-being of communities, as well as on economic productivity and climate change. Although motor vehicles will continue to play a key role in our mobility, moving forward to address the challenges we face will require attractive and effective alternative transport options.

In consultation and collaboration with the community and key stakeholders, the Active Transport Strategy and Implementation Plan aims to make active transport the preferred transport option for the community, especially for short trips. The Strategy and Implementation Plan feature separated and shared pedestrian / cycling paths, wayfinding systems, improved lighting, seating and end of trip facilities. Programs will be established to encourage and instil confidence in our community to participate and engage more often in active transport. Improved safety, access and connectivity to the places we want to go are key outcomes of the Strategy that will help our community achieve better health, environmental and economic outcomes over the next 20 years.

The activities that Council will deliver to service our Active Transport Networks and to progress this Strategy are included in the Implementation Plan and Appendix. The implementation actions will be detailed in Council's Delivery Program and annual Operational Plans.



Cronulla Active Transport Link

OUR PRINCIPLES

The following principles aim to inform and provide consistency with respect to the role and function of each of the various elements and collectively form the Active Transport Network.

The principles are intended to integrate with the NSW Government's Future Transport 2056 Strategy, Movement and Place Framework and inform Council's Green Grid and Town Centre Strategies

SAFE & PRACTICAL

Engagement in active transport will be encouraged and supported through the application of design and practical measures that minimise a user's risk exposure to obstructions, hazards and conflict with other modes of transport; providing a comfortable, secure and safe environment for people of all ages and abilities.

ACCESSIBLE, CONVENIENT & COMFORTABLE

Provide an Active Transport Network that is easy to understand, convenient and an enjoyable experience for everyone to use. With paths designed to accommodate the volume and mix of its users, maintained to provide a consistent smooth surface, and offer good amenity and comfort.

EASY TO FIND & NAVIGATE

Provide an Active Transport Network that is easy for everyone to navigate as well as plan their journey by using a wayfinding signage system that is legible, logical and informative. Digital technologies will be employed to provide greater information options to better access the Shire's open spaces, key visitor attractions and experiences.

CONNECTED & DIRECT

Provide an Active Transport Network that is coherent, interconnected, continuous and direct, providing links to key destinations throughout the Shire, including town centres, public transport hubs, schools, employment areas and recreational spaces.

COLLABORATIVE

We will work together with the community and key stakeholders to deliver a robust and resilient Active Transport Network. This will reflect the values and expectations of our community as well as provide greater options and capability to respond to future local and global disruptions. We will engage with the community and key stakeholders to help grow and sustain active transport as a primary transport mode in the Sutherland Shire.

INTEGRATED

Provide an Active Transport Network that will both compliment and integrate with public transport, land use activity and the NSW State Government's Movement and Place Framework. To support transport mode shift, measures that facilitate short trips less than 5km by cycling and 2km for walking are encouraged.

In conjunction with this Plan, Council's Public Domain Manual will ensure that active transport facilities are planned, designed and delivered to meet current and future user demands and community expectations.

OUR VISION

Active transport is a preferred means of mobility that contributes strongly to the Sutherland Shire's liveability, economic productivity and environmental sustainability. It is valued by the community for its safety, accessibility, connectivity and the beneficial contribution it makes to health and well-being.

STRATEGIC CONTEXT

This Strategy fits within a NSW Government and Council planning context.

NSW PLANNING CONTEXT

The Sutherland Shire Active Transport Plan sits within a hierarchical array of State and Local Government Strategic Plans and Policies that collectively form an integrated and coordinated approach to delivering transport and land use planning outcomes over the next 20 years.

State Government Focus

Key State Government Strategies that apply to the Active Transport Strategy include:

- NSW Future Transport 2056
- NSW State Infrastructure Strategy
- Greater Sydney Regional Plan
- South District Plan
- Sydney's Cycling Future
- NSW Walking Strategy

There are six outcome areas targeted by the NSW State Government to help guide future planning and investment in transport. Future Transport 2056 identifies the transport outcomes as being

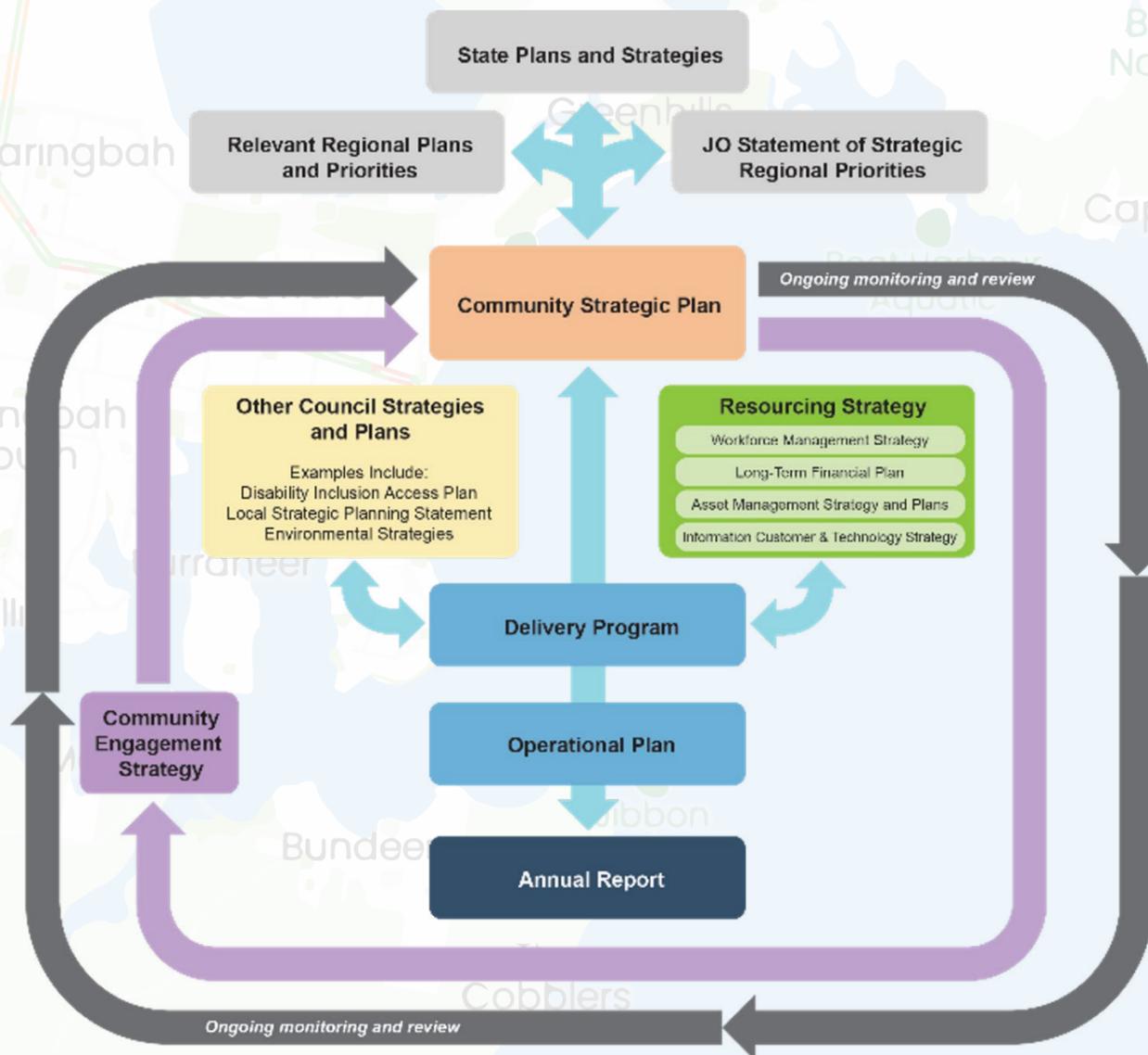
1. Customer focused - seamless, interactive and personalised transport
2. Successful places - liveability, amenity and economic success is enhanced by transport
3. A strong economy - transport enables economic activity
4. Safety and performance - Safe travel across a high performing efficient network
5. Accessible services – transport is not limited by age, ability or personal circumstances
6. Sustainable – affordable and supports emissions reductions

OUR PLANNING PROCESS

Integrated Planning and Reporting Framework

Council takes an integrated approach to the implementation of the priorities and aspirations of the community as identified in the Community Strategic Plan.

Supporting documents transform the communities' priorities and aspirations identified in the Community Strategic Plan into clearly defined strategies and actions.



The Sutherland Shire Local Strategic Planning Statement

The Sutherland Shire Local Strategic Planning Statement (LSPS) conveys the vision and planning principles that will help guide land use planning decisions for the next 20 years in the Sutherland Shire. The LSPS incorporates 4 key themes that emerge from the strategic directions established by the Greater Sydney Commission, the Greater Sydney Regional Plan and the South District Plan. These are:

- Infrastructure and Collaboration
- Liveability
- Productivity
- Sustainability

Transport is identified as a key element across these themes and is reflected in the LSPS's objective to create a

“Connected Transport Network” and

“Prioritise connected transport networks to provide convenient transport options to schools, open space, centres and employment and reduce reliance on private car transport” in the Sutherland Shire.

Community Strategic Plan

The Vision of the draft 2022 Sutherland Shire Community Strategic Plan (CSP) supports the theme of the LSPS, through:

“A connected and safe community that respects people and nature, enjoying active lives in a strong local economy.”

To achieve this vision in the draft 2022 CSP, **Outcome 6** states **“A high quality urban environment supporting a growing and liveable community”** - Strategy 6.3 of the draft 2022 CSP provides:

“Plan and develop integrated transport networks to provide transport choices that allow people to get around in a safe accessible and efficient manner”;

These Outcomes are supported and reinforced by a series of linked Informing Strategies, that include the Integrated Transport Strategy, Car Parking Strategy, Roads and Freight Strategy, and Open Space Strategy.

These ‘Supporting documents’ form a suite of strategic management documents that demonstrates how Council moves from ‘Ideas to Actions’.

Integrated Transport Strategy

In 2020 Council adopted the Integrated Transport Strategy (ITS) as one of its Informing Strategies. The ITS provides an overview of transport in the Sutherland Shire highlighting the interrelationship between 4 key areas of transport:



Parking



Active Transport



Roads & Freight



Public Transport

Based on the significant role each area plays on transportation in the Sutherland Shire, Council in 2021, proceeded to develop separate but interrelated strategies and implementation plans.

In developing the vision, principles, focus areas and service delivery models for the Active Transport Strategy, feedback and comments received from Councillors, Council staff, NSW State Government Agencies and the community during the ITS consultation program and community surveys have been used.



FROM IDEAS TO ACTION

Council has an integrated approach. Council's Plans and Strategies work together to make the Sutherland Shire a liveable place for all people.

Supporting documents underpin the campaign of 'ideas to actions' and are an integral part of the Integrated Planning and Reporting framework. Actions identified within supporting documents are implemented via the four-year Delivery Program and annual Operational Plans.



INTEGRATION WITH OTHER SUPPORTING DOCUMENTS

The Active Transport Strategy and Implementation Plan expands on Our Community Plan (CSP) and sets out approaches taken by Council to sustain a liveable place with a high quality of life. A number of intersecting and 'supporting documents' are connected and sit alongside the Active Transport Strategy and Implementation Plan. These include:

- Public Transport Strategy and Implementation Plan
- Roads and Freight Strategy and Implementation Plan draft
- Parking Strategy and Implementation Plan draft
- Play Strategy and Implementation Plan
- Open Space Strategy and Implementation Plan
- Public Lighting Strategy and implementation Plan draft

Some of the above were still in development at the time of publication of this document.

DELIVERING THE STRATEGY

Integration

This Active Transport Strategy and Implementation Plan will integrate with our four year Delivery Program and annual Operational Plans, supporting our delivery of Sutherland Shire's Community Strategic Plan.

Implementation

The delivery of the Strategy will be guided by the Implementation Plan contained within it. The Implementation Plan sets out a program of actions for each of the Focus Areas and includes timeframes and responsibilities.

Evaluation

Monitoring and evaluating our delivery of the Strategy will be ongoing. We will use a range of methods to help us measure the Strategy's outcomes. These methods may include demographic data, participation/usage data, community and customer satisfaction surveys, focus groups and case studies.

Reporting

- We will report on the delivery of this Strategy in the following ways:
- Occasional reporting via social media and Our Shire newsletter
- Half yearly reporting to Council
- Annual Report
- Major review in 2025 prior to an up-date of the Active Transport Strategy



Resourcing

The majority of actions in this Strategy will not require additional funding and will be included as part of our everyday work. Some actions will require additional funding and these will be considered as part of Council's annual budget and planning process. Where the opportunity arises Council may seek to apply for external funding to help deliver the actions in this Strategy.

SUTHERLAND SHIRE'S ACTIVE TRANSPORT NETWORK

The Active Transport Network in the Sutherland Shire currently comprises 560km of footpaths and 27km of dedicated shared walking and cycling paths. The smaller proportion of shared paths to footpaths reflects the relatively recent inclusion of shared paths in active transport infrastructure over the past 20 years.

The majority of shared pathways in the Sutherland Shire have been built as part of major road upgrades in the Alford's Point, Menai and Woronora areas. These paths provide a continuous off road regional link from areas west of the Shire to the Sutherland town centre. Although shared paths have recently been completed by Council along Woolooware Bay and sections of Captain Cook Drive, the Active Transport Network for cycling is largely fragmented in the eastern half of the Sutherland Shire.

To address this infrastructure gap in the eastern half of the Sutherland Shire, Council has strongly advocated to the NSW Government over the past 15 years for the construction of a regional link between Sutherland and Cronulla that would primarily utilise the rail corridor. The rail corridor providing a flat topography, superior route directness and connectivity to key town centres. At the time of writing a REF is being prepared by the NSW government on an alternative east-west route after a number of route options were examined by TfNSW.

The Sutherland to Cronulla link is a vital part of a framework of regional off road routes that will establish the backbone of the Shire's proposed local shared path network. Supporting this will be increased provision of bicycle parking facilities in our town centres and activity areas, a dedicated wayfinding system to help navigate the network and improved lighting to offer safer and year round access.

For our local network of shared paths and footpaths an initial emphasis will be given to constructing them within 2km catchments around our town centres. These catchment areas have the greatest population densities, schools and other services. Because they are located on the ridge areas of the shire, they generally tend to be flatter or undulating and are easier to use by people of various abilities. A distance of 400m to 800m, typically a 5 minute to 10 minute walk, and 2km for cycling (a 5 minute bicycle ride) is generally considered comfortable for most people. With 56% of all car trips in the Shire being less than 5km, a mode shift to active transport by targeting shorter trips will have significant benefits on reducing traffic congestion as well as improving community health and well being. Lessening the community's strong dependence on motor vehicle use is a key aim of the Active Transport Strategy.

Motor vehicles have shaped and dominated the Shire's urban form over the past 70 years. Through Active Transport, the opportunity exists to reset the transport imbalance, reduce traffic congestion and the adverse environmental and health impacts associated with high motor vehicle use. The benefit of providing more cycling and walking infrastructure is that it readily compliments place making by turning our streets and public spaces into healthy, liveable and sustainable urban environments. Less congested, safer and attractive streets are ones that are more inviting to use and live in.

To achieve this outcome, the conventional approach to road space allocation needs to change. Consistent with the NSW Government Road User Space Allocation Policy and the NSW Movement and Place Frame Work, the Active Transport Strategy supports the principle of allocating road space in the following order of consideration; where walking, cycling, public transport, freight and deliveries, and point to point transport is made ahead of general traffic and onstreet parking for private motorised vehicles.

So, what does our future Active Transport Network look like? As shown in the following maps, it provides an extensive network of over 550 km of bicycle and shared paths that will link people to where they want to go. The maps shown include what our construction priorities are over the next 5 to 10 years.

To appreciate the task at hand, in 2008 Sutherland Shire Council prepared maps outlining the level of walking and cycling accessibility. Using our Geographical Information Systems (GIS) the maps show that access for walking is generally greatest around our major town centres but significant gaps in the network occur elsewhere.



CONSULTATION

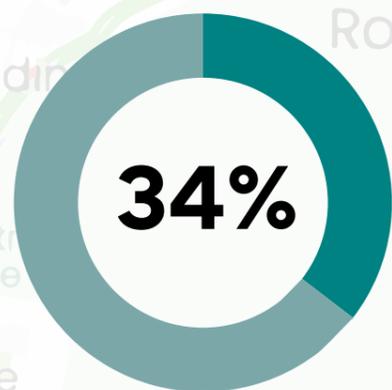
Council has worked closely with the Sutherland Shire community to produce this Strategy, with over 700 people contributing to its development, including Government, inter-agencies, committees and reference groups, and community organisations and groups.

INFORMING STRATEGY CONSULTATION

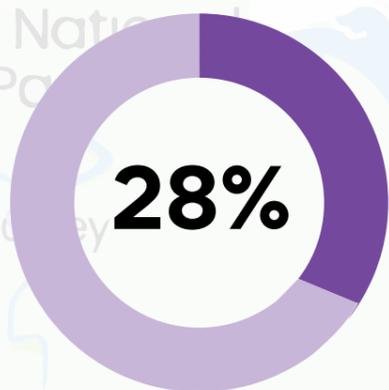
In May 2019 as part of the Integrated Transport Strategy, Council undertook a two-staged community engagement program that included two forums and an online survey. Around 730 responses were received. Below are some of the key things you told us about Active Transport in the Sutherland Shire. In addition, the in-field Place Score surveys at our town centres in 2020-21 has helped to further inform this strategy and confirm what is most important to you.

WHAT WAS IMPORTANT IN 2019

- 52% Upgrade footpaths to and from town centres
- 48% Improve pedestrian and cyclist safety
- 41% Improve signage and road marking
- 39% Connect shared pathways to key places
- 39% Incorporate cycleways in urban streets
- 32% Provide end of trip facilities at key destinations



Of Shire residents surveyed said that active transport will reduce traffic



Indicated that cyclists should be allowed to ride on the footpath

KEY AGENCIES AND STAKEHOLDERS

Agencies and key Stakeholder groups for Active Transport include:

These include:

- Greater Sydney Commission
- NSW Department of Planning, Industry and Environment
- Transport for NSW
- NSW Ministry of Health
- NSW Office of Sport
- NSW Department of Education
- Community organisations, sports associations and clubs
- Peak Interest Groups including Physical Disability Council of NSW, Heart Foundation, Youth Action and Policy Association, Sutherland Shire Environment Centre.
- Community Members, including tourists

STRATEGY OBJECTIVES

WE AIM TO

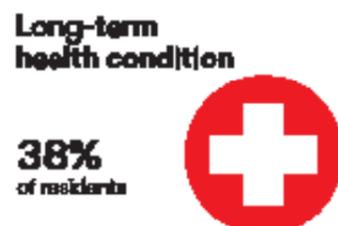
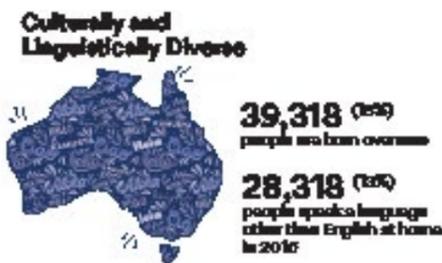
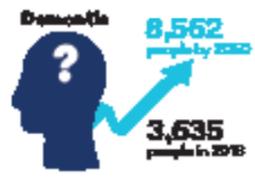
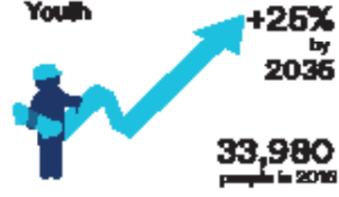
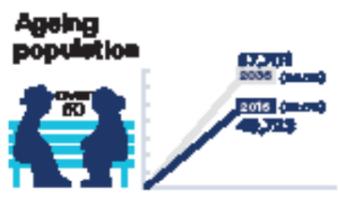
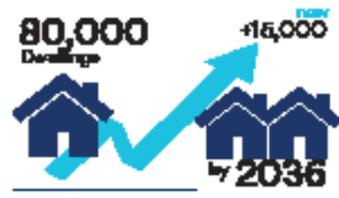
WE WILL TRACK OUR PROGRESS AGAINST

<p>Prioritise the establishment of the shire’s regional north-south and east-west routes. This will form the “backbone” of the Active Transport Network from which the finer grained local routes will connect</p>	<ul style="list-style-type: none"> • % of Regional Routes identified in the Active Transport Network Plan completed
<p>Prioritise walking and cycling infrastructure in close proximity of our town centres, public transport hubs and schools</p>	<ul style="list-style-type: none"> • % of the Active Transport Network completed within a 2km catchment of town centres, transport hubs and schools. • % of bus stops connected to Active Transport Network
<p>Improve safety, connectivity and amenity of cycling and walking routes through measures that include increased density of designated road crossing points, lighting of network routes, tree canopy cover, path condition.</p>	<ul style="list-style-type: none"> • Number of reported cyclist and pedestrian accidents and fatalities in the Sutherland Shire • Number of pedestrian and cyclists using pathway and on road infrastructure at key locations in the Sutherland Shire. • Density of road crossings, path condition, lighting standards on network paths within 2 km of the town centres.
<p>Implement a wayfinding and signage program to help walkers and cyclists more easily and safely navigate within the Shire and find end of trip facilities.</p>	<ul style="list-style-type: none"> • % of wayfinding network completed within the Sutherland Shire’s town centres. • % of wayfinding network completed on Sutherland Shire Active Transport Routes
<p>Provide end of trip facilities such as bicycle parking spaces and water refilling stations in town centres and transport hubs.</p>	<ul style="list-style-type: none"> • % of bike parking facilities installed as part of a town centre facilities program
<p>Develop a Level of Service measure for pedestrian and cycling facilities in the Sutherland Shire, this includes route directness, continuity, street crossings, amenity, comfort and safety.</p>	<ul style="list-style-type: none"> • Level of Service in key areas <ul style="list-style-type: none"> • town centres • employment areas • schools • transport hubs • recreation areas



OUR COMMUNITY AT A GLANCE

ACTIVE TRANSPORT AT A GLANCE



approx 20% of all car trips as driver could be walked in less than 25 minutes



31% of shire residents have told us they would like to walk and cycle more but can't because infrastructure is not available



29,100 rode a bike in a typical week in 2017



3 times as many cyclists cycle for leisure than commute

67% of cyclists commute out of the Sutherland Shire

42% of leisure cyclists cycle weekly

50% are male and 66% also regularly use public transport

50% are families with children.



Travel to the park
56% walk, **18%** cycle



approx 20% of all car trips as driver could be cycled in 5 to 10 minutes

Travel to the beach
16% walk, **9%** cycle

50% of all car trips made as a driver could be cycled in under 15 minutes



Travel to the station
52% walk, **7%** cycle



Travel to the shops
56% walk, **13%** cycle

DRIVERS OF CHANGE

Future planning of Public Transport needs to be agile to respond to a number of emerging trends, challenges and opportunities.



NSW STATE GOVERNMENT STRATEGIES

The NSW Government has established a range of strategies and policies to guide transport and land use planning in NSW. These generally focus on delivering an integrated response to the pressures and challenges facing our metropolitan and regional areas. This includes impacts associated with climate change, population and economic growth, community health and demographic change.

COMMUNITY HEALTH

There is strong evidence demonstrating links between chronic disease and lifestyles that are characterised by car dominated transport. The unprecedented increases in the number of people overweight and obese is likely to continue and be a major contributor to major health issues in the community. This includes heart disease, cancers, type 2 diabetes as well as poorer mental health and well-being.

Active forms of travel are not only one of the most sustainable ways to include physical activity into everyday life but also help to lower carbon emissions and air pollution. Replacing car trips with active travel and engaging in more walking, cycling or public transport helps to minimise sedentary activity. The built environment together with behaviour change programs can support change, increasing opportunities for physical activity and contribute to a more healthy and socially connected community.

POPULATION GROWTH

The Sutherland Shire is forecast to grow by 25,500 people to 266,000 by 2036, the majority being located in and around our major centres. The forecasts estimate that by 2036 the Shire will have 147,000 working age residents and 33,700 school age children 9 years of age and over. The choice of transport they make, especially for short trips less than 2km, will have a significant bearing on future traffic congestion and road safety.

By 2036 around 40,000 residents are forecast to be above the age of 70. A major challenge facing our seniors will be their diminishing ability to drive a motor vehicle. Without greater alternative transport options available such as active, public and community transport, access to shopping, services or visiting family and friends could become increasingly problematic for many.

MOTORWAY & METRO IMPACTS

The potential development of the M6 motorway corridor and the Kogarah to Miranda Metro could impact on the active transport pathway network if not appropriately planned for. A potential issue that could arise is to reinforce east-west severance in the Shire, diminishing network connectedness, directness and attractiveness for active travel.

TRENDS IN HOUSING

Climate change is likely to result in an increased frequency of severe weather related events such as bushfires, flooding, strong winds and hot days above 35°C.

Parts of the Shire are vulnerable to urban heat because there is less green cover and more hard surfaces that hold and radiate heat.

Planting more trees within our open spaces and along our pathways can help reduce the effects of urban heat, improve air quality, provide more shade and create cooler more beautiful places. The proposed Green Grid which incorporates the Active Transport Network will help facilitate these changes.

In the event that our transport infrastructure may be adversely affected by severe weather conditions the provision of alternative transport options such as active travel ensures greater resilience in our transport network and for our community.

COVID-19 PANDEMIC

The COVID-19 pandemic has had a major impact on our expectations of where we work and how we travel. The pandemic has ushered in more flexible and remote working practices as well as reduced peak time travel on public transport to maintain social distancing guidelines. In 2020 around 18km of popup cycleways were established in Sydney, generating over 10,000 additional bicycle trips. In the Sutherland Shire, the Woolooware Bay shared path increased its use by 76% to 208 cyclists per day between November 2019 and April 2020. The increased use of active travel is likely to continue as our Active Transport Network expands and offers greater connectivity and route options in the future.

CHANGING TECHNOLOGY

Smart Tech

SMART technology will enable transport networks to operate and integrate more seamlessly, help protect public places and grow active transport use. It will also assist us to better evaluate and optimise active transport infrastructure in the public domain, making it more safe and responsive to use. We will have greater access to information to better plan our trips, locate points of interest and end of trip facilities, as well as navigate and travel in areas at night using improved motion sensor technology.

E-bikes

Electric bicycles (e-bikes) offer riders the ability to travel longer distances and negotiate hilly terrain with ease. In Europe and the United States e-bikes are fast becoming the bicycle of choice, especially for adults and seniors. Because of the Shire's topography and the relatively short distance to town centres, e-bikes are set to become a game changer for personal mobility.



MOVEMENT AND PLACE

Placed based planning by the NSW Government is emerging as a key element in shaping our future urban environments. Its main objective is to facilitate more healthy, active, connected and productive lifestyles. Greater opportunities will be developed to create places with good amenity, and healthy environments that encourage people to spend time in places, shop, dine and exercise. Active travel is key to that outcome.

The Movement and Place continuum

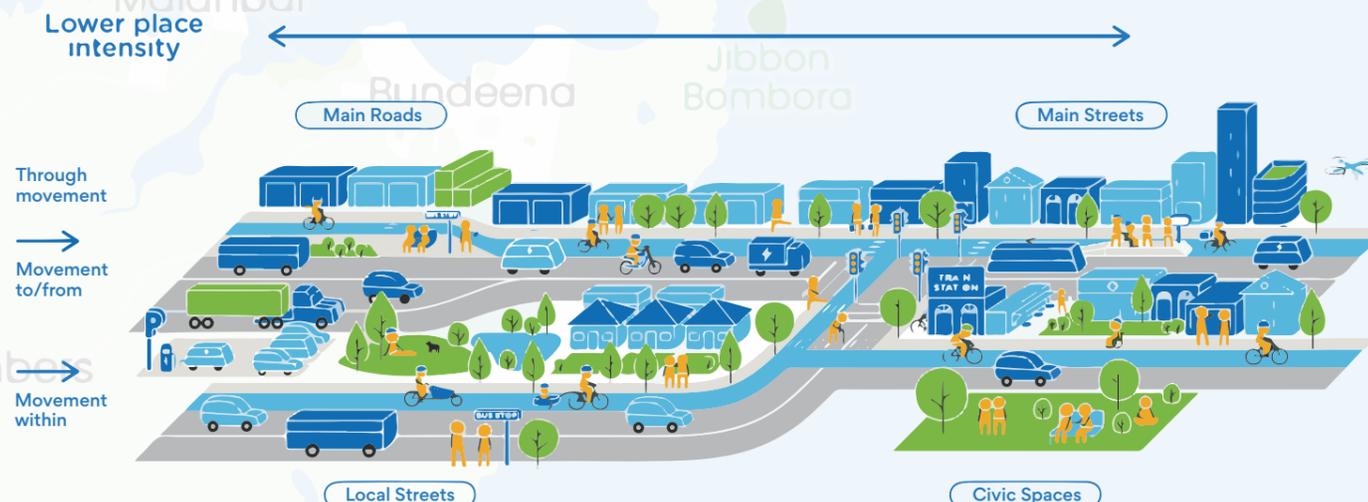
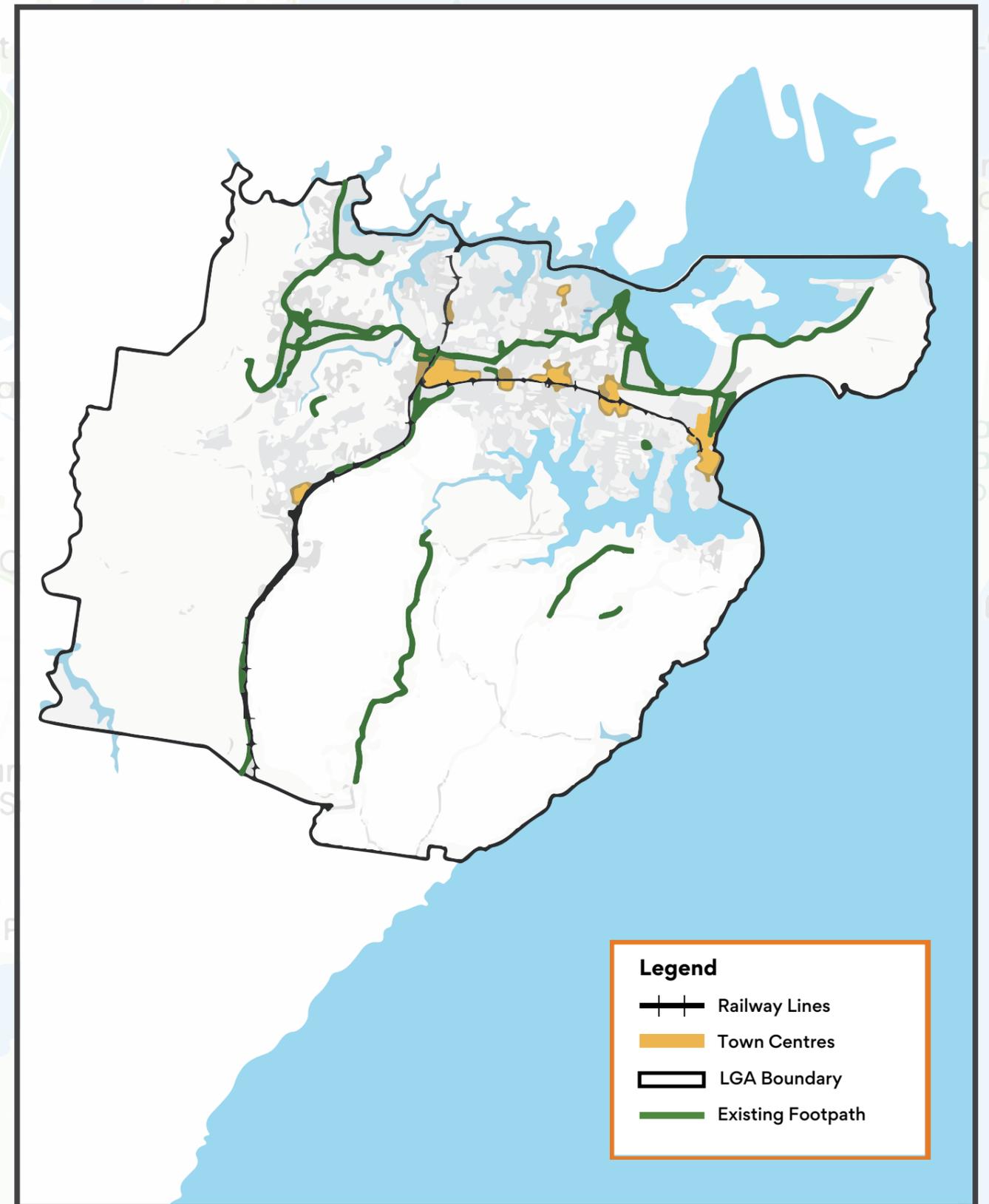
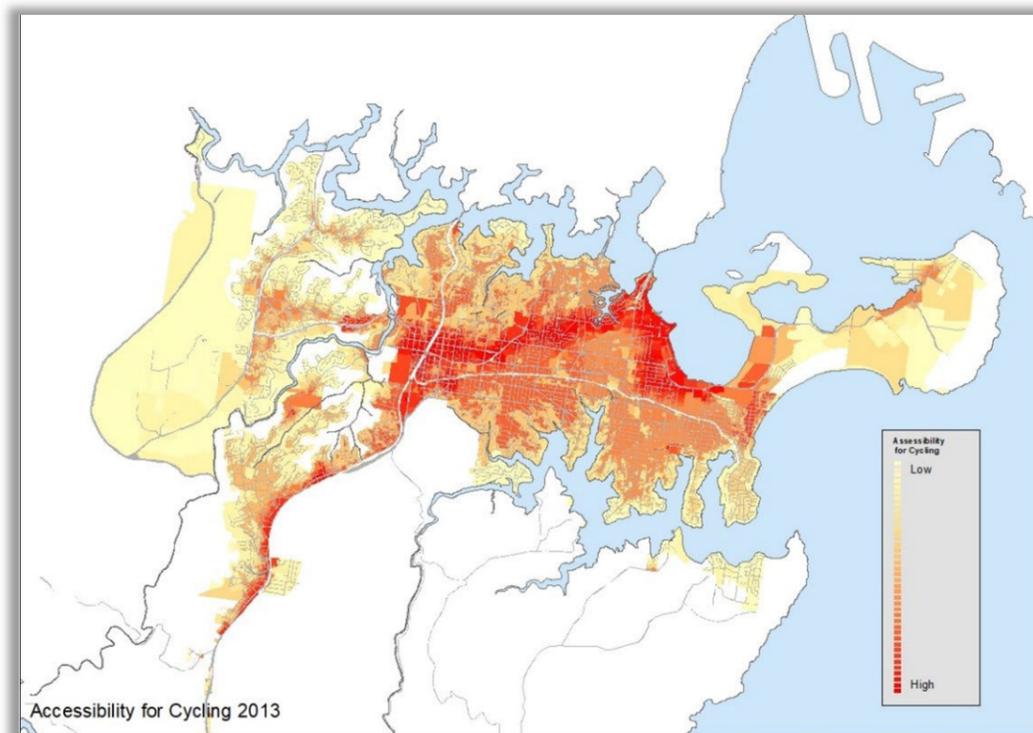
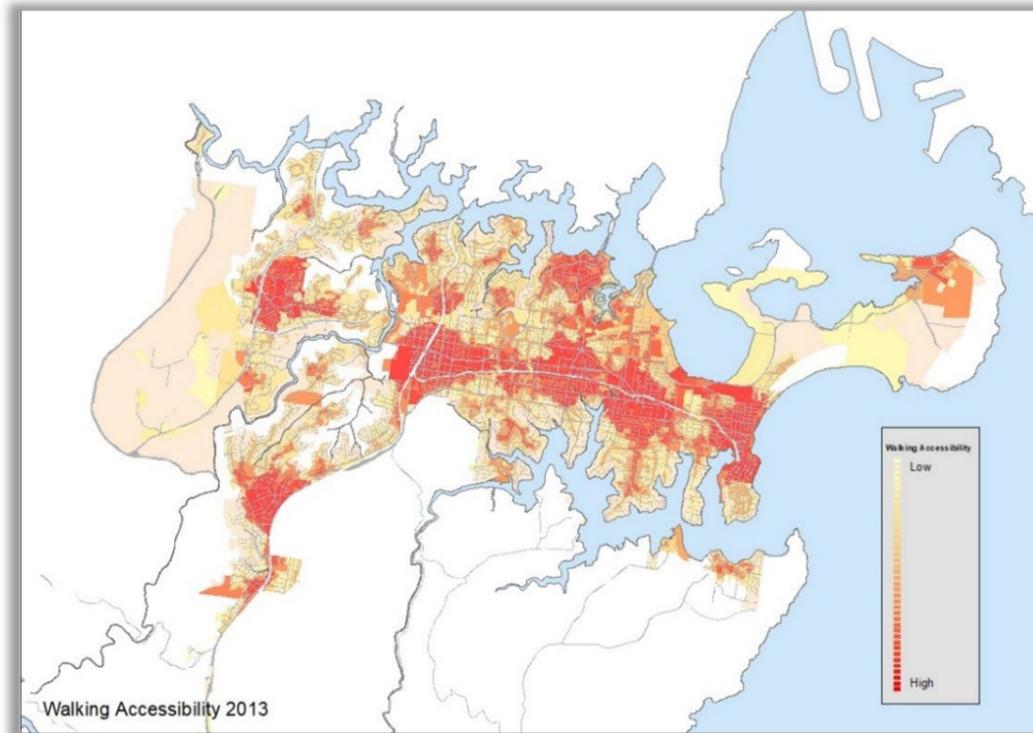
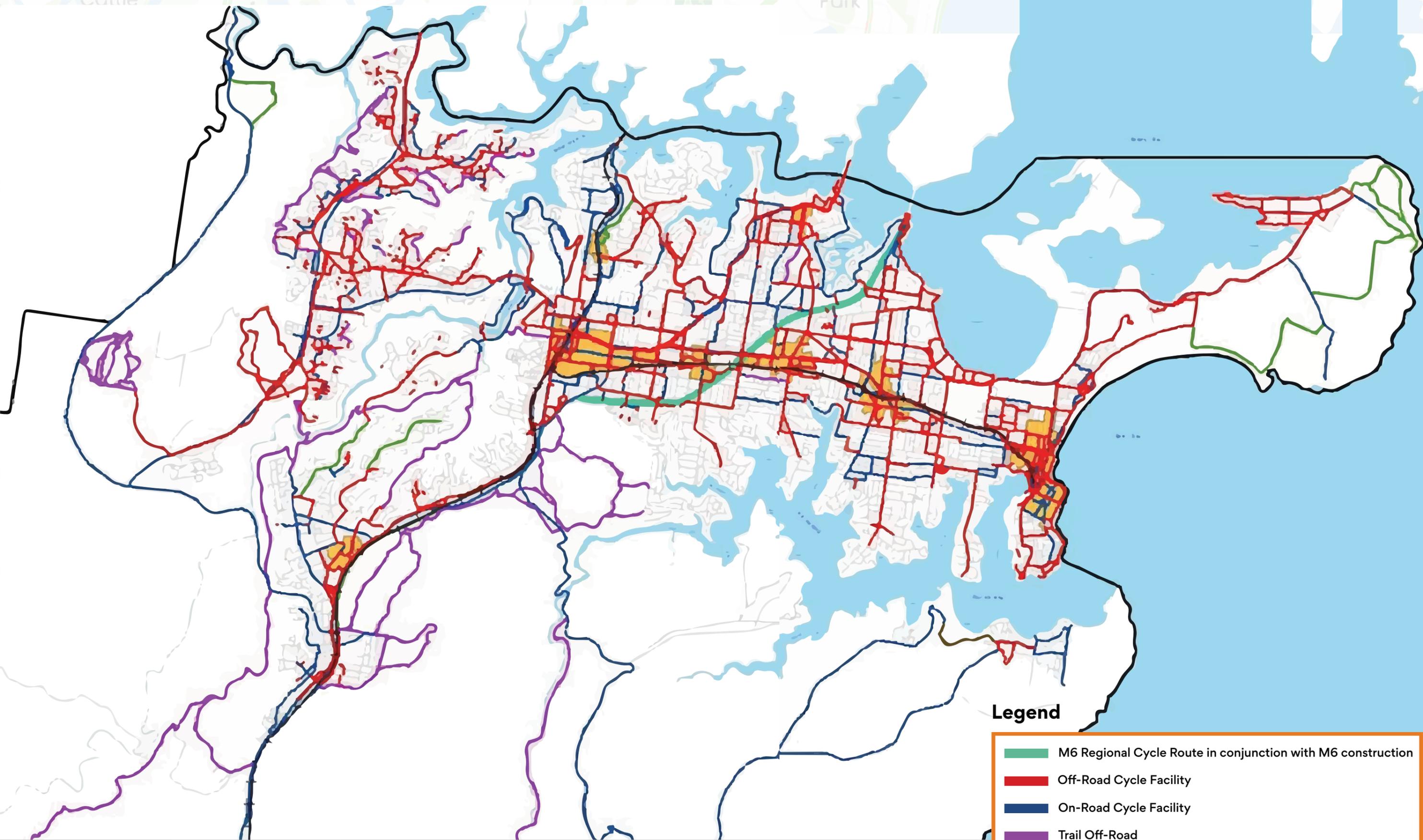


Image sourced from NSW Government, Future Transport Strategy

WALKING & CYCLING ACCESSIBILITY IN SUTHERLAND SHIRE



EXISTING CYCLE NETWORK

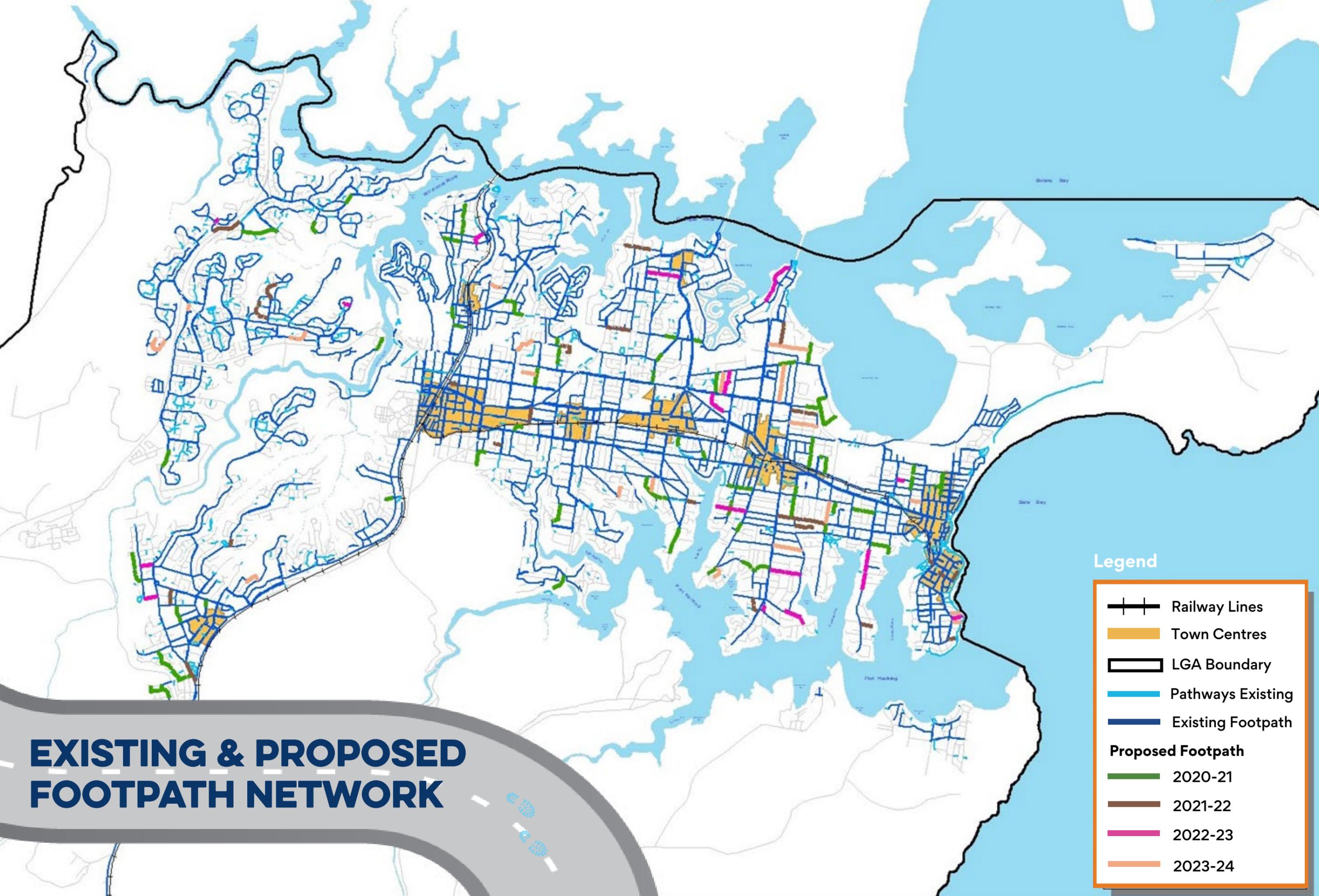


Legend

- M6 Regional Cycle Route in conjunction with M6 construction
- Off-Road Cycle Facility
- On-Road Cycle Facility
- Trail Off-Road
- NPWS Track
- Unclear - Investigation needed
- +— Railway Line
- Town Centre
- LGA Boundary

PROPOSED CYCLE NETWORK

(SUBJECT TO CONTINUOUS IMPROVEMENTS AND REGULAR REVIEW)



EXISTING & PROPOSED FOOTPATH NETWORK

Legend

-  Railway Lines
-  Town Centres
-  LGA Boundary
-  Pathways Existing
-  Existing Footpath
- Proposed Footpath**
-  2020-21
-  2021-22
-  2022-23
-  2023-24



**AREAS
OF
FOCUS**

1

An Active and Healthy Lifestyle

As the community grows and changes, we will enable people of all ages and abilities to more easily and regularly engage in active transport. School and community cycling programs will educate our community to safely ride to school, shops, work and for leisure, helping to reduce traffic congestion, improve safety and benefit our health, learning and well-being.

2

Using Active Transport for Short Trips

We will encourage short walking and cycling trips through our Active Transport Network, supporting 'local living' where many of our daily needs can be accessed within a 20 minute walk or bike ride.

3

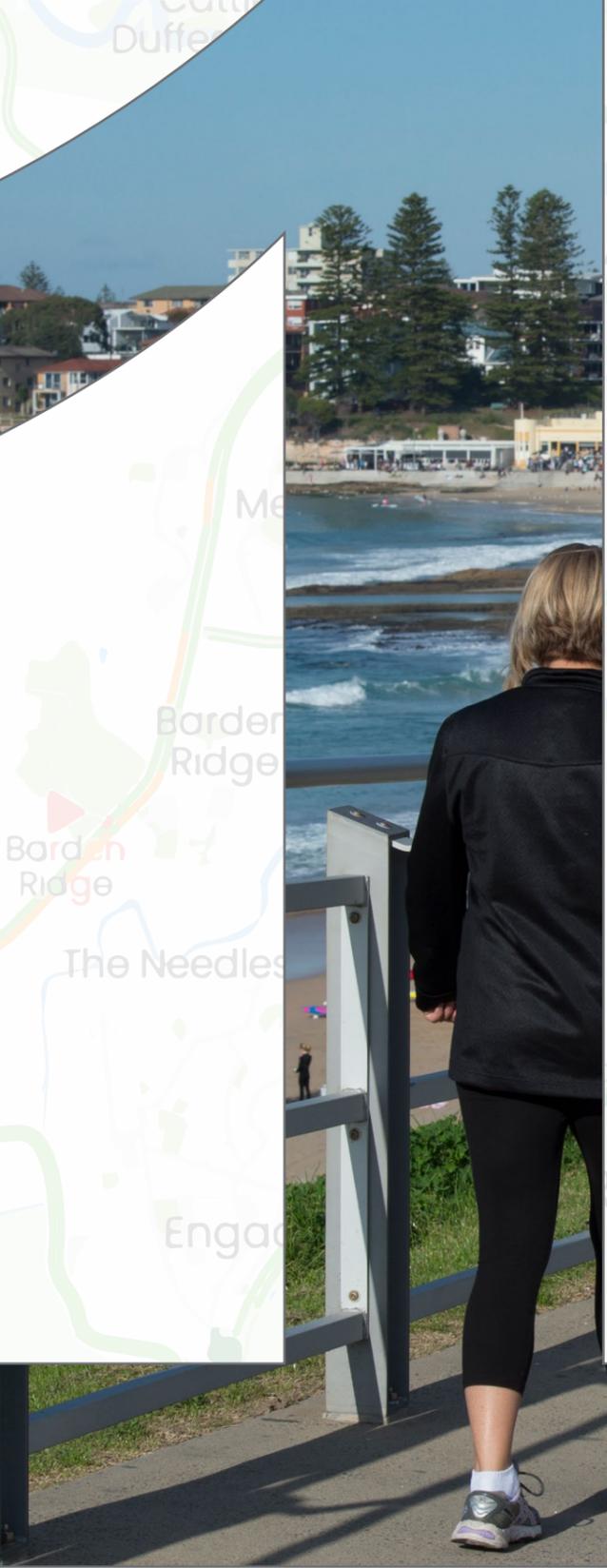
Safety, Connectivity, Economy

To instill community confidence in using active transport we will be planning and delivering measures that will make active transport more accessible, safe, direct, connected and convenient to use. Greater cycling and walking to town centres can create more vibrant places, facilitate key activities and experiences that benefits business activity and employment opportunities.

4

Wayfinding and a Quality Travel Experience

A quality navigational/ signage system for our Active Transport Network that ensures the journey experience of active transport users is safe, seamless, clear, logical and informative, eliminating uncertainties and potential travel delays.



AN ACTIVE AND HEALTHY LIFESTYLE

As the community grows and changes, we will enable people of all ages and abilities to more easily and regularly engage in active transport. Through the development of our Active Transport Network we will be able to sustain a more healthy and active lifestyle in the Shire that fosters greater community interaction and inclusiveness.

To do this we will:

- Deliver an extensive pathway network that connects our schools, town centres, employment areas, public transport and recreational areas.
- Engage with our schools and community to deliver ride / walk to school and learn to ride programs that provides the appropriate skills and confidence to make their active travel safer, enjoyable and a regular choice of transport.

FOCUS AREA 1.1: Engage with our communities

1.1.1	Engage and work with our local communities and key stakeholders to develop and deliver an effective Active Transport Network and Bike Plan. This includes the planning and prioritised delivery of ancillary measures such as the provision of end of trip facilities, seating, shade planting, water refill stations, signage and lighting
1.1.2	Update Council's website to provide information on its community and ride to school / education program

FOCUS AREA 1.2: Building the Active Transport Network

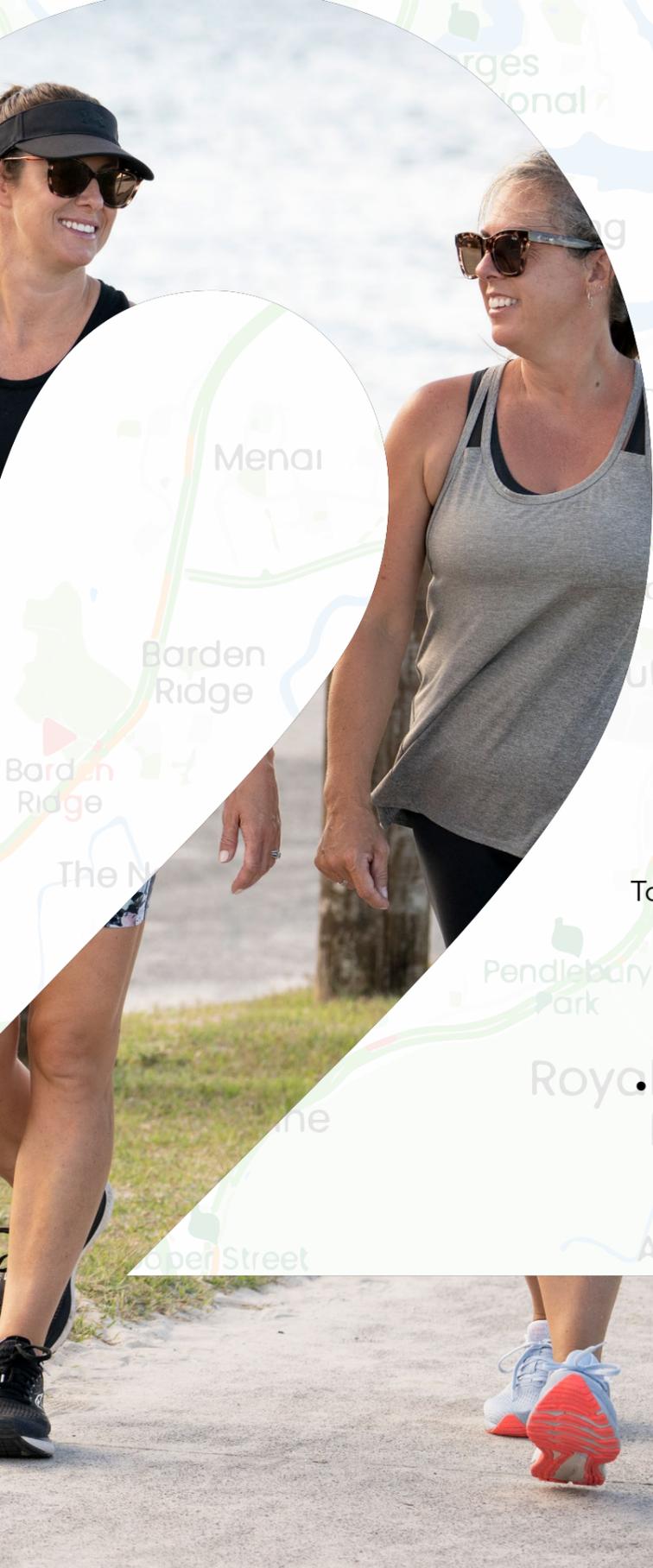
1.2.1	Plan and deliver regional North-South, East-West routes in the Sutherland Shire to form the backbone of the Active Transport Network from which the finer grained Primary and Local Routes will connect.
1.2.2	Develop a prioritised 4 year rolling program for footpaths, shared pathways (including consideration of lighting) and on-road facilities and progressively implement
1.2.3	Develop a prioritised program of Pedestrian Access and Mobility Plans (PAMPS) in selected town centres and progressively implement. Investigate inclusion of additional data inputs such as Walk Score
1.2.4	Advocate to the NSW Government to support the planning and delivery of the regional link, known as Sutherland to Cronulla Active Transport Link (SCATL) by utilising the rail corridor wherever possible, and deliver cycle-only facilities where space is limited within the corridor
1.2.5	Advocate to NSW Government for the provision of active transport links along the M6 corridor and Como to Heathcote rail corridor
1.2.6	Utilise Place Score survey data to inform active transport infrastructure priorities for our town centres

FOCUS AREA 1.3: Community and Cycle/ Walk to School Programs

1.3.1	Deliver ongoing accredited community and cycle to school education and skills course
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FOCUS AREA 1.4: Community Events for Active Transport promotion

1.4.1	Deliver a community travel behaviour change campaign. This would incorporate promotional events such as Ride to Work Day, Bike Week and support active transport use at other community events
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USING ACTIVE TRANSPORT FOR SHORT TRIPS

By choosing to travel more often with active transport especially for short journeys less than 2km and up to 5km by bike we can make a difference that benefits all of us and the environment. These benefits include reduced traffic congestion, reduced demand for parking, safer roads and maintaining the liveability and environmental amenity of the Sutherland Shire.

To do this we will:

- Encourage a mode shift to active transport by building a pathway network that is safe, direct and connected to destinations that we want to go to.
- Prioritise the construction of our Active Transport Network around the 2km catchments of our town centres and on our regional links that will form the framework of our local network.
 - When allocating road space based on the network vision and road functions, consider all road users in order of walking (including equitable access for people of all abilities); cycling (including larger legal micro mobility devices); public transport; freight and deliveries; and point to point transport ahead of general traffic and on street parking for private motor vehicles.

FOCUS AREA 2.1: Active Transport Network	
2.1.1	Prioritise planning for pathway infrastructure within a 2km (5km for bicycles) catchment of town centres, as well as around transport hubs, schools and key activity areas
2.1.2	Prioritise accessibility and inclusion for people of all levels of ability, when preparing plans for pathways
2.1.3	Advocate to TfNSW and Government agencies for better integrated facilities for active transport equipment on public transport
2.1.4	Advocate to TFNSW and Government agencies for bike and pedestrian infrastructure between Loftus Station and Royal National Park crossing the Princes Highway
2.1.5	Strengthen network connectivity through integrated transport and land use planning that links recreational, commuter, education and shopping activity
2.1.6	Consider Green Grid Implementation and street tree planting opportunities when planning and delivering Active Transport Network infrastructure
2.1.7	When allocating road space based on the network vision and road functions , consider all road users in order of walking (including equitable access for people of all abilities); cycling (including larger legal micro mobility devices); public transport; freight and deliveries; and point to point transport ahead of general traffic and on street parking for private motor vehicles



SAFETY, CONNECTIVITY, ECONOMY

Our community surveys have told us that safety and connectivity is most important to you when using active transport. When we deliver our pathway network we want it to instil user confidence, by being safe, comfortable, connected, convenient and easy to use.

In addition to the benefits to our health, air quality and operational cost savings, research shows that facilitating greater cycling and walking to town centres can also be good for the local economy. Providing good accessibility and end of trip facilities in our town centres is therefore important for everyone.

To do this we will:

- Apply a range of safety and security interventions such as designated crossings, improved lighting, way finding, reduced waiting times at signals, appropriate path widths and end of trip facilities.
- Manage and maintain our pathway network.

FOCUS AREA 3.1: Improve Accessibility

3.1.1	Investigate (and if suitable apply) measures to assess / evaluate accessibility to and within our town centres e.g. walkability score.
3.1.2	Develop a prioritised program of Pedestrian Access and Mobility Plans (PAMPs) in selected town centres and implement progressively.
3.1.3	Develop a prioritised program for improved way finding for pedestrians and cyclists within and linking town centres by 2023 and implement progressively.
3.1.4	Investigate to what extent the principles of a “15 minute city” for walking and cycling could be applied in the Sutherland Shire, to provide more equitable access to jobs, services, open space and recreation. If suitable, incorporate into AT Level of Service measures.

FOCUS AREA 3.2: Land Use Controls

3.2.1	<p>Incorporate measures in Council’s Development Controls and Public Domain Manual that both support and are consistent with NSW Government transport and planning guidelines; this includes the:</p> <ul style="list-style-type: none"> • Movement and Place Framework and Practitioners Guide • Walking Space Guide • Cycleway Design Toolbox: Designing for Cycling and Micro-mobility • Providing for Walking and Cycling in Transport Projects Policy • Road User Space Allocation Policy
3.2.2	Investigate to what extent Green Travel Plans can be effectively applied to major developments through the SSCDCP (2015)
3.2.3	Incorporate measures in Council’s Development Controls and Public Domain Manual that support and are consistent with Austroads and NACTO Guidelines for active and public transport urban design and planning.

FOCUS AREA 3.3: Infrastructure

3.3.1	Develop and implement a prioritised 4 year rolling program for improved lighting of active transport facilities by 2023 and implement progressively.
3.3.2	Develop and implement a 4 year rolling program for active transport facilities and implement progressively.

FOCUS AREA 3.4: Economy

3.4.1	Investigate to what extent active transport is important to the local economy, this includes business’ in town centres and tourism related industries.
3.4.2	Investigate how active transport can facilitate access to and the use of open space areas

WAYFINDING AND A QUALITY TRAVEL EXPERIENCE

We will focus on a quality navigational/signage system for our Active Transport Network.

To do this we will:

- Review, manage and maintain wayfinding signage for active transport users
- Implement a navigational / wayfinding system in our town centres, key activity areas and cycling routes.
- Investigate and incorporate technologies to compliment and make our wayfinding system more widely accessible and easy to use.

FOCUS AREA 4.1: Protect and enhance environmental values

4.1.1	Review signage guidelines and signage strategy to update and address any inconsistencies
4.1.2	Remove and install new way finding system at major town centres in accordance with the Wayfinding strategy.
4.1.3	Review existing signage in town centres with aim to rationalise and deliver consistent navigational and regulatory signage.
4.1.4	Develop suite of specific signs for cycling. Implement signage along regional and key cycle routes to assist navigation
4.1.5	Investigate and apply technologies to assist the community and visitors to the Shire to more easily travel and navigate to for example, key points of interest, and finding bicycle parking facilities in Sutherland Shire's major town centres.
4.1.6	Develop and implement a campaign to inform and educate cyclists and pedestrians on how to share the use of pathways, safely and courteously.



SERVICE STANDARDS

MOVEMENT AND PLACE

The Principles of Movement and Place will be applied in all areas of the Sutherland Shire where active and public transport infrastructure exists and is proposed to be developed. The application of Movement and Place Principles will be undertaken in accordance with all relevant NSW Government Guidelines for Movement and Place, this includes the NSW Architect Movement and Place Framework 2019, and Practitioners Guide to Movement and Place 2021, Walking Space Guide 2020 and Cycleway Design Tool Box: Designing for Cycling and Micromobility 2021, unless otherwise indicated in these Service Standards.

These Service Standards are to be consistent with the NSW Government Road user Space Allocation Policy 2021, which state that “when allocating road user space based on the network vision and road functions, consideration of all road users will be in order of :

- walking (including equitable access for people of all abilities);
- cycling (including larger legal micro mobility devices);
- public transport, freight and deliveries and point to point transport ahead of general traffic and on street parking for motorised vehicles

The focus is to:

- Facilitate the movement of goods and servicing of property in a manner that responds to the local movement and place context
- Aim for the reduction of mode share of private motor vehicle trips within built up areas
- Implement measures over time to achieve the strategic intent and outcomes identified as part of strategies or plans
- Where it is not practical to allocate physical space in line with these principles, dynamically allocate road user space
- Place status and pedestrian priority to be elevated where land use intensity and pedestrian activity are high.
- Allocate adequate space to promote walkability and allow for place functions.
- Allow regular canopy cover on desired walking routes.

Accessibility

The Shire’s streets should be places that are accessible for people of all ages and abilities.

The design of the Shire’s streets should satisfy the requirements of the Disability Discrimination Act 1992 and comply with the suite of standards contained in AS 1428 Design for access and mobility.

Refer to Council’s Public Domain Design Technical Manual for guidance.



FOOTPATHS

Well designed and sited footpaths are essential to the pedestrian quality of the Shire’s streets. They support safe pedestrian movement and access, contributing to social interaction and healthier living.

Whenever a footpath is to be considered for a street, the Sutherland Shire Bicycle Network Plan must be referred, to determine the type and width of the pathway required.

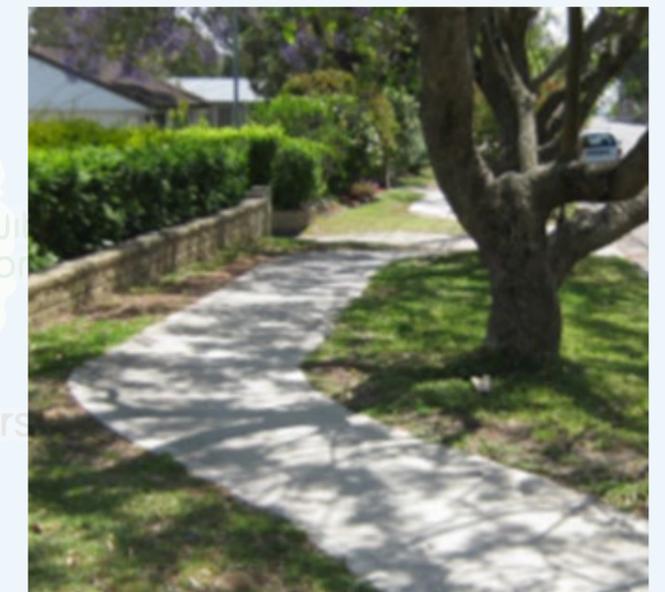
Whilst a width of 3.0m is generally preferred for shared pathways, a minimum width of 2.5 metres is acceptable for local routes where significant constraints exist. An absolute minimum width of 2 metres may be considered at squeeze points.

Footpath provision

Road traffic volumes, traffic speed, pedestrian safety, activity, accessibility, desire lines and the Sutherland Shire Bicycle Network Plan are important factors when determining the need to provide new footpaths.

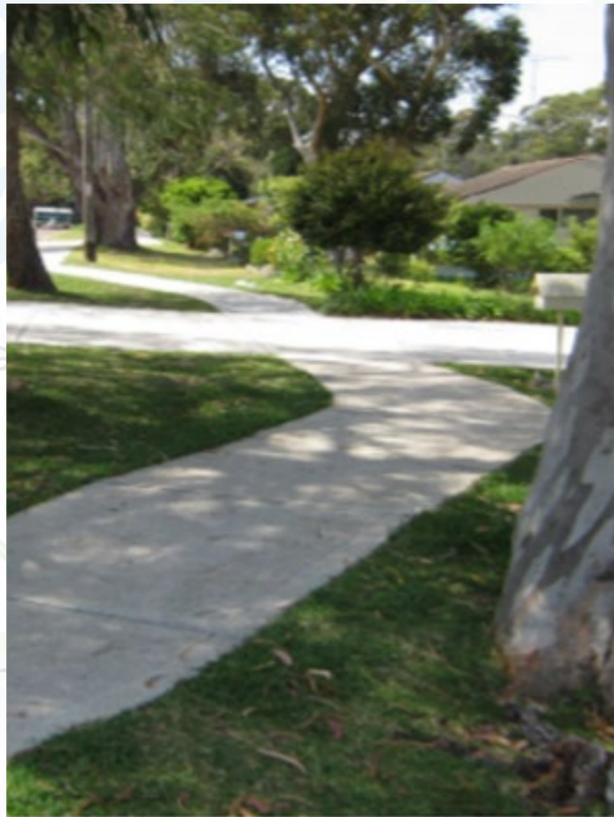
Footpaths required on both sides of the street

- On arterial roads and major collector roads
- At least one side should be a shared pathway. Refer to Council’s Bicycle Network Plan for further details.
- Commercial precincts—the frontage of commercial premises
- In the vicinity of schools, retirement villages, sports grounds and other public facilities which are significant generators of pedestrian activity—the frontage of the facility.
- Other areas of existing or likely future high demand.



Footpaths required on one side of the street and in cul-de-sacs

- On Local and minor collector roads (including cul-de-sacs greater than 250 metres in length) that can be crossed in safety and with reasonable care to access the footpath on one side of the street. Streets in this category may or may not have significant pedestrian activity generators.
- Short cul-de-sac roads (less than 250 metres in length) leading to playgrounds.
- When formalised footpaths are considered between cul-de-sacs they should be constructed at a standard width of 2-2.5 metres (unless grades are excessive and-or stairways are required).



Footpath siting

The siting of footpaths requires careful consideration of safety, accessibility, site conditions and coordination with other street elements such as the kerb line, street trees, access points, street furniture and utility services.

- Locate for safety. Consider factors such as sight lines at driveways and opportunities for mobility scooters and wheelchairs to pass safely.
- Maximise opportunities for canopy tree planting. When overhead wires are present, locate footpaths below the wires, as a primary consideration. The footpath shall curve out from under power lines to avoid power poles.



Footpath types

Council uses the following footpath design types to deliver a high standard of pedestrian amenity and safety across the Shire. See Table C.2.6.3 overleaf for the required application of footpath type according to land use zone.



Special Area:

- a distinct finish with locality-specific design and material palette
- full width unit paving from boundary to kerb used in distinctive areas of high pedestrian activity where a high standard of presentation is required.

Primary:

- a high quality finish with locality-specific design and material palette
- full width unit paving from boundary to kerb
- used in main shopping streets within centres



Secondary:

- a medium quality finish with locality-specific design and material palette
- in-situ concrete with/without specialised finish and unit paving bands
- minimum width of 2 metres
- used in areas of medium pedestrian activity including centres and R4 residential zones



Standard:

- a standard quality pavement with standard design
- in-situ concrete with broom finish and incorporates TripStop™ to manage the impact of tree roots
- a minimum width of 1.2 metres
- used extensively across the Shire's R2 and R3 residential zones and industrial areas



Shared Path:

- a standard quality pavement with shared path line marking
- in-situ concrete with broom finish and incorporates TripStop™ to manage the impact of tree roots
- The width of a shared path should be considered on a case by case basis. The preferred width of shared paths should be 3m to ensure the comfort and safety of users however, a minimum of 2.5m and 2.0m absolute minimum at pinch points is acceptable where significant constraints exist.
- used in streets which are designated for off-road cycleways



CYCLEWAYS

There are many well-known benefits of cycleways and cycling which include reduced greenhouse gas emissions and noise pollution; reduced road construction costs and congestion; and improved health and well-being. With this in mind, Council is progressively implementing a Shirewide cycleway network through its Active Transport Implementation Plan .

Regional Priority Cycle links within the Sutherland Shire have been identified in the Transport for New South Wales (TfNSW) document “Future Transport 2056”. These links are incorporated in the Sutherland Shire Bicycle Network Plan.

The provision of cycling infrastructure is guided by Austroads – Cycling Aspects of Austroads Guide (2017). Complimenting these nationally recognised design guidelines, TfNSW has recently released the “Cycleway Design Toolbox”. These three documents provide the priority and basis for all cycleway design within the Sutherland Shire.

- The Sutherland Shire Bicycle Network Plan identifies existing and proposed, on-road and off-road links that in the long term will provide a comprehensive bicycle network.
- It is intended that this cycleway network will provide safe, direct, comfortable and attractive links to key Shire destinations - town centres, recreation areas, schools, businesses, hospitals and public transport interchanges.
- In order to encourage the use of Active Transport as a viable alternative to vehicles, An annual Cycleway Network Construction Program is required to maintain this objective.
- Dedicated on-road cycle lanes and off-road cycle links have been prioritised as part of the development of Council’s Sutherland Shire Bicycle Network Plan.
- The type of cycleway (on-road cycle lane, off road cycle path or shared path) is determined by several factors including bicycle and traffic volumes, carriageway widths and local conditions. The vast majority of cycle facilities identified in the Bicycle Network Plan will be shared pathways.



- Where identified on the Sutherland Shire Bicycle Network Plan, on-road cycle lanes should be provided only if practical and connected.
- Traffic calming devices proposed should not create squeeze points for cyclists. Wherever possible, safe access for cyclists needs to be considered in the design process.
- Cycleways and cycle lanes should be clear and safe. For busy on-road routes, bicycle safety should be facilitated by the use of a buffer zone or traffic separation. Alternatively, opportunities for locating dedicated cycle lanes on parallel streets with less traffic should be considered.
- Cycle lanes should be indicated clearly with the use of coloured pavement on busy streets, at complex intersections or where adjacent to the kerb.
- Council will continue to advocate to the State Government to resolve the ongoing issue relating to electric assisted bicycles, scooters and skateboards. These modes of transport are largely silent and faster than conventional bicycles. Safety for pedestrians and other shared pathway users needs to be addressed.

End of Trip facilities

End of Trip facilities are vital in supporting active transport use. Facilities can range from stand alone bike racks to complex facilities in that contain secure locker storage for bicycles, clothes lockers, showers and amenities. Fit for purpose they can have a strong influence on how we choose to travel to the shops, to school, railway stations, to work, or for shopping.

- Public bicycle parking, on-street or in a shared facility, will be provided at key destinations and public transport nodes.
- The provision for bicycle parking in new development is outlined in the Sutherland Shire Council's Development Control Plan(s).
- Where ever possible secure bicycle parking should be situated in highly accessible and visible locations, this includes areas (indoor or outdoor) close to building entrances, that are well lit, have safe access (i.e that avoid conflict with motor vehicles and pedestrians) and with direct access to adjacent pathways. Bicycle parking in multi storey car parks should always be located on the ground floor to ensure good direct and safe access.



- Bicycle Parking Facilities should be installed in accordance with AustRoads AP-R527-16 Bicycle Parking Facilities, Guidelines for Design and Installation. With rapid changes to technology and user preferences for e-bikes, larger mountain bikes, cargo bikes, scooters etc. parking provisions for them should also be considered. Standards may require to be modified accordingly to ensure sufficient space is provided.
- Appropriate secure parking should be applied according to the location, function of the place and intended user.



TMAPS

- For large scale developments, council may require the development application to include a Transport Management and Access Plan (TMAP) which details a range of measures to promote walking and cycling.
- Larger developments should always provide end-of-trip facilities such as showers, change rooms and lockers, with good access to facilities and incorporate the design / placement considerations as outlined above.

KERB RAMPS

- Kerb ramps are intended to provide accessible pedestrian movement at street intersections and other street crossing points where required.
- Design kerb ramps in accordance with Australian Standard AS1428 Design for Access and mobility.
- Kerb ramps should be located in alignment with the building line and square to the street alignment. If this is not possible, use tactile ground surface indicators (TGSIs) to guide vision impaired pedestrians.
- To ensure safe pedestrian movement across a street, kerb ramps on opposite sides of the road should be located in direct alignment.
- At signalised pedestrian crossings, kerb ramps must be located to suit the position of the signal button.



SHARED ZONES

A shared zone is a street where vehicles and pedestrians safely share the same road space.

- Using a range of traffic calming measures and visual cues, including the removal of kerb and gutter, shared zones are designed to create an environment which promotes pedestrian activity and which is clearly differentiated from traditional vehicle-priority streets.
- Shared zones have a low speed limit of 10km/h and drivers must give way to pedestrians at all times.
- The design of shared zones must be approved by council and Transport For NSW.

RECOMMENDED APPLICATION OF FOOTPATH TYPE BY LAND USE ZONE – IDENTIFIED IN COUNCIL'S PUBLIC DESIGN DOMAIN MANUAL

Land use zone (SSLEP 2015)	CX Levels*	Street Frontage Activation	Footpath Pavement		
			Category**	Width^ (minimum)	Material palette^^
Residential Zones					
R2 Low Density Residential	varies	all street frontages	standard	1.2 metres	Shire
R3 Medium Density Residential	varies	all streets	standard	1.2 metres	Shire
R4 High Density Residential	varies	all streets	secondary	1.8 metres***	Shire/ as mapped
Business Zones					
B1 Neighbourhood Centre					
Bundeena	2	active frontage	primary	full width	existing
		non-active frontage	standard	1.2 metres	Shire
Sylvania (Heights)	2	all streets	as mapped	as mapped	Sylvania (Heights)
Sylvania (Tom Ugly's)	2	active frontage	primary	full width	Shire
		non-active frontage	secondary	1.8 metres	Shire
All other B1 zones	varies	active frontage	primary	full width	Shire
		non-active frontage	secondary	1.2 metres	Shire
B2 Local Centre					
GyMEA	1	all streets	as mapped	as mapped	GyMEA
Heathcote	2	active frontage	primary	full width	existing
		non-active frontage	secondary	1.8 metres	Shire
Jannali	2	all streets	as mapped	as mapped	Jannali
Kareela	3	all streets	standard	1.2 metres	Shire
Kirrawee	1	all streets	as mapped	as mapped	Kirrawee
B3 Commercial Core					
Caringbah	1	all streets	as mapped	as mapped	Caringbah
Cronulla	1	all streets	as mapped	as mapped	Cronulla
Engadine	1	all streets	as mapped	as mapped	Engadine
Menai	1	all streets	standard	1.2 metres	Shire
Miranda	1	all streets	as mapped	as mapped	Miranda
Sutherland	1	all streets	as mapped	as mapped	Sutherland
Sylvania (Southgate)	2	all streets	standard	1.2 metres	Shire
B4 Mixed Use (Kirrawee)	1	all streets	as mapped	as mapped	Kirrawee
B5 Business Development	varies	all streets	standard	1.2 metres	Shire
B6 Enterprise Corridor	varies	all streets	standard	1.2 metres	Shire
B7 Business Park	varies	all streets	standard	1.2 metres	Shire
All other zones					
All other zones (except as marked)	varies	all streets	standard	1.2 metres	Shire

Notes:

* Refer to Council's Public Domain Design Manual (PDDM) for an outline of Council's Community Expectation (CX) framework for the management of public domain assets

** The footpath pavement categories (see section C.2.6.3 in Council's PDDM) are either as indicated or as mapped in the relevant locality guidelines combined in section C.3.2.

^ The minimum width of footpath pavement required by Council is shown or is mapped in the relevant locality guidelines in Council's PDDM.

^^ The specific palette of materials applies to each of the following localities as mapped in Council's PDDM: Caringbah; Cronulla; GyMEA; Engadine; Jannali; Kirrawee; Miranda; Sutherland; and Sylvania (Heights). Mapped localities include the relevant business use zone and any adjoining land zoned R4. In all other localities (except in the Bundeena and Heathcote centres where the existing materials are to be matched) the Shire palette of materials applies. Refer Council's PDDM.

*** For areas of low pedestrian activity within R4 zones, a footpath pavement width between 1.2 and 1.8 metres is appropriate.



APPENDIX 1 IMPLEMENTATION PLAN

Implementation Actions	Delivery Stream	Collaboration	Funding	Year					On going	
				22	23	24	25	26>		
FOCUS AREA 1.1: Engage with our communities										
1.1.1	Engage and work with our local communities and key stakeholders to develop and deliver an effective Active Transport Network and Bike Plan. This includes the planning and prioritised delivery of ancillary measures such as the provision of end of trip facilities, seating, shade planting, drink fountains, signage and lighting	Asset Services	Communication & Engagement	Funded	●					●
1.1.2	Update Council's website to provide information on its community and ride to school / education program	Shire Planning	Communication & Engagement	Funded	●					
FOCUS AREA 1.2: Building the Active Transport Network										
1.2.1	Plan and deliver regional North-South, East West routes in the Sutherland Shire to form the backbone of the Active Transport Network from which the finer grained Primary and Local Routes will connect.	Asset Services	Shire Planning	Grant Funded		●	●	●	●	●
1.2.2	Develop a prioritised 4 year rolling program for footpaths, shared pathways (including consideration of lighting) and on-road facilities and progressively implement	Asset Services	Shire Planning	Funded	●	●				●
1.2.3	Develop a prioritised program of Pedestrian Access and Mobility Plans (PAMPS) in selected town centres and progressively implement. Investigate inclusion of additional data inputs such as Walk Score	Traffic & Public Domain services	Asset Services	Funded	●	●	●	●		

Implementation Actions	Delivery Stream	Collaboration	Funding	Year					On going	
				22	23	24	25	26>		
FOCUS AREA 1.2: Building the Active Transport Network										
1.2.4	Advocate to the NSW Government to support the planning and delivery of the regional link, known as Sutherland to Cronulla Active Transport Link (SCATL) by utilising the rail corridor wherever possible, and deliver cycle-only facilities where space is limited within the corridor	Traffic & Public Domain services	Communication & Engagement	Funded						●
1.2.5	Advocate to NSW Government for the provision of active transport links along the M6 corridor and Como to Heathcote rail corridor	Traffic & Public Domain services	Communication & Engagement	Funded						●
1.2.6	Utilise Place Score survey data to inform active transport infrastructure priorities for our town centres	Traffic & Public Domain services	Communication & Engagement	Funded						●
FOCUS AREA 1.3: Community and Cycle/ Walk to School Programs										
1.3.1	Deliver on going accredited community and cycle to school education and skills course	Shire Planning	Communication & Engagement	Funded		●	●	●	●	●
FOCUS AREA 1.4: Community Events for Active Transport promotion										
1.4.1	Deliver a community travel behaviour change campaign. This would incorporate promotional events such as Ride to Work Day, Bike Week and support active transport use at other community events	Shire Planning	Communication & Engagement	Funded		●	●	●	●	●

Implementation Actions	Delivery Stream	Collaboration	Funding	Year					On going	
				22	23	24	25	26>		
FOCUS AREA 2.1: Active Transport Network										
2.1.1	Prioritise planning for pathway infrastructure within a 2km (5km for bicycles) catchment of town centres, as well as around transport hubs, schools and key activity areas	Traffic & Public Domain services	Asset Services	Funded	●					●
2.1.2	Prioritise accessibility and inclusion for people of all levels of ability, when preparing plans for pathways	Traffic & Public Domain services	Asset Services	Funded						●
2.1.3	Advocate to TFNSW and Government agencies for better integrated facilities for active transport equipment on public transport	Traffic & Public Domain services	Communication & Engagement	Funded						●
2.1.4	Advocate to TFNSW and Government agencies for bike and pedestrian infrastructure between Loftus Station and Royal National Park crossing the Princes Highway	Traffic & Public Domain Services	Communication & Engagement	Funded						●
2.1.5	Strengthen network connectivity through integrated transport and land use planning that links recreational, commuter, education and shopping activity	Strategic Planning	Traffic & Public Domain Services, Asset Services	Funded						●
2.1.6	Consider Green Grid Implementation and street tree planting opportunities when planning and delivering Active Transport Network infrastructure	Environment Health and Building	Strategic Planning, Traffic and Public Domain Services	Funded	●					●
2.1.7	When allocating road space based on the network vision and road functions, consider all road users in order of walking (including equitable access for people of all abilities); cycling (including larger legal micro mobility devices); public transport; freight and deliveries; and point to point transport ahead of general traffic and on street parking for private motor vehicles	Asset Services	Strategic Planning, Traffic and Public Domain Services	Funded		●				

Implementation Actions	Delivery Stream	Collaboration	Funding	Year					On going	
				22	23	24	25	26>		
FOCUS AREA 3.1: Improve Accessibility										
3.1.1	Investigate (and if suitable apply) measures to assess / evaluate accessibility to and within our town centres e.g. walkability score.	Traffic & Public Domain Services	Asset Services, Business & Community	Funded	●	●	●			●
3.1.2	Develop a prioritised program of Pedestrian Access and Mobility Plans (PAMPs) in selected town centres and implement progressively.	Traffic & Public Domain Services	Business & Community, Property Services, Transport for NSW	Funded	●	●	●			●
3.1.3	Develop a prioritised program for improved way finding for pedestrians and cyclists within and linking town centres by 2023 and implement progressively.	Traffic & Public Domain Services	Business & Community	Unfunded	●	●	●			●
3.1.4	Investigate to what extent the principles of a "15 minute city" for walking and cycling could be applied in the Sutherland Shire, to provide more equitable access to jobs, services, open space and recreation. If suitable, incorporate into AT Level of Service measures.	Traffic & Public Domain Services	Communication & Engagement	Unfunded		●				

Implementation Actions	Delivery Stream	Collaboration	Funding	Year					On going
				22	23	24	25	26>	
FOCUS AREA 3.2: Land Use Controls									
3.2.1 Incorporate measures in Council's Development Controls and Public Domain Manual that both support and are consistent with NSW Government transport and planning guidelines; this includes the <ul style="list-style-type: none"> • Movement and Place Framework and Practitioners Guide • Walking Space Guide • Cycleway Design Toolbox: Designing for Cycling and Micro-mobility • Providing for Walking and Cycling in Transport Projects Policy • Road User Space Allocation Policy 	Strategic Planning	Traffic & Public Domain Services, Asset Services	Funded	●	●				●
3.2.2 Investigate to what extent Green Travel Plans can be effectively applied to major developments through the SSCDCP (2015)	Strategic Planning	Traffic & Public Domain Services, Asset Services	Funded		●				
3.2.3 Incorporate measures in Council's Development Controls and Public Domain Manual that support and are consistent with Austroads and NACTO Guidelines for active and public transport urban design and planning.	Strategic Planning	Traffic & Public Domain Services, Asset Services	Funded		●				●

Implementation Actions	Delivery Stream	Collaboration	Funding	Year					On going
				22	23	24	25	26>	
FOCUS AREA 3.3: Infrastructure									
3.3.1 Develop and implement a prioritised 4 year rolling program for improved lighting of active transport facilities by 2023 and implement progressively.	Asset Services	Traffic & Public Domain Services	Funded	●	●				●
3.3.2 Develop and implement a 4 year rolling program for active transport facilities and implement progressively.	Asset Services	Traffic & Public Domain Services	Funded	●					●
FOCUS AREA 3.4: Economy									
3.4.1 Investigate to what extent active transport is important to the local economy, this includes business' in town centres and tourism related industries.	Asset Services	Business & Community Services, Environmental Science	Funded	●	●				
3.4.2 Investigate how active transport can facilitate access to and the use of open space areas	Asset Services	Business & Community Services, Environmental Science	Funded		●				●

APPENDIX 2 REFERENCES

Implementation Actions	Delivery Stream	Collaboration	Funding	Year					On going	
				22	23	24	25	26>		
FOCUS AREA 4.1: Protect and enhance environmental values										
4.1.1	Review signage guidelines and signage strategy to update and address any inconsistencies	Asset Services	Communication & Engagement, Traffic & Public Domain Services	Funded	●					
4.1.2	Remove and install new way finding system at major town centres in accordance with the Wayfinding strategy.	Asset Services	Communication & Engagement, Traffic & Public Domain Services	Funded		●				●
4.1.3	Review existing signage in town centres with aim to rationalise and deliver consistent navigational and regulatory signage.	Asset Services	Communication & Engagement, Traffic & Public Domain Services	Funded	●					●
4.1.4	Develop suite of specific signs for cycling. Implement signage along regional and key cycle routes to assist navigation	Asset Services	Communication & Engagement, Traffic & Public Domain Services	Funded		●				●
4.1.5	Investigate and apply technologies to assist the community and visitors to the Shire to more easily travel and navigate to for example, key points of interest, and finding bicycle parking facilities in Sutherland Shire's major town centres.	Asset Services	Communication & Engagement, Traffic & Public Domain Services, Information Management & Technology	Unfunded		●	●			●
4.1.6	Develop and implement a campaign to inform and educate cyclists and pedestrians on how to share the use of pathways, safely and courteously.	Traffic & Public Domain Services	Communication & Engagement, Environmental Science	Funded	●	●				●

1. Sutherland Shire 2016: Profile ID, located at: profile.id.com.au/sutherland
2. Transport for NSW, Future Transport Strategy 2056, accessed at: <https://future.transport.nsw.gov.au/future-transport-strategy>
3. NSW Government Greater Sydney Commission, Greater Sydney Region Plan: A Metropolis of Three Cities, accessed at: <https://www.greater.sydney/metropolis-of-three-cities/introduction>
4. NSW Government Greater Sydney Commission, South District Plan, accessed at: <https://www.greater.sydney/south-district-plan>
5. Icons supplied by Freepik, located at flaticon.com





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SUTHERLANDSHIRE

