

Bayside **Transport Strategy** 2024



Acknowledgment of Country

Bayside Council acknowledges the
Traditional Custodians, the Gadigal/Bidjigal
people of the Eora Nation.

The people of the Eora Nation, their spirit
and ancestors will always remain with our
waterways and the land, our Mother Earth.

Amelia Bates, The hand saving the lost generation



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Introduction

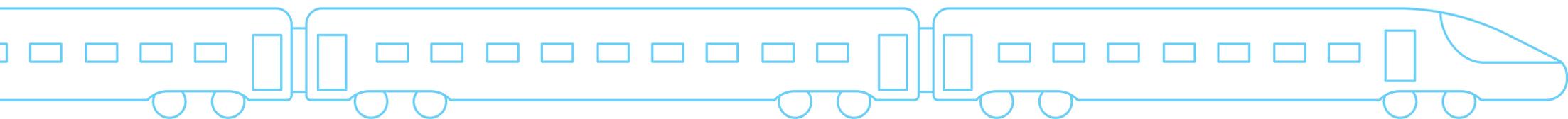
Transport is a vital component in the lives of the Bayside community. It connects us with jobs, education, healthcare, shopping, recreation opportunities and goods and services. Our transport choices can have positive and negative consequences for us, both as individuals and as part of the wider community.

Our community faces a number of opportunities and challenges, both now and into the future that will affect transport. Population growth, increased congestion, pressure on transport infrastructure, climate change and the health and wellbeing of the community will all impact the way we move around Bayside.

The Bayside Transport Strategy covers all forms of mobility, including public transport, walking, cycling, freight and private vehicles movement. The Bayside Transport Strategy provides a number of strategic directions and actions which aim to enhance the existing transport network and plan for increased demand.

It should be noted that the responsibility for the delivery and implementation of actions within this Strategy is shared between Council and the State government. This shared responsibility means that Council has direct responsibility for some transport actions and policies, whilst in other instances it contains advocacy actions for issues beyond Council's jurisdiction.

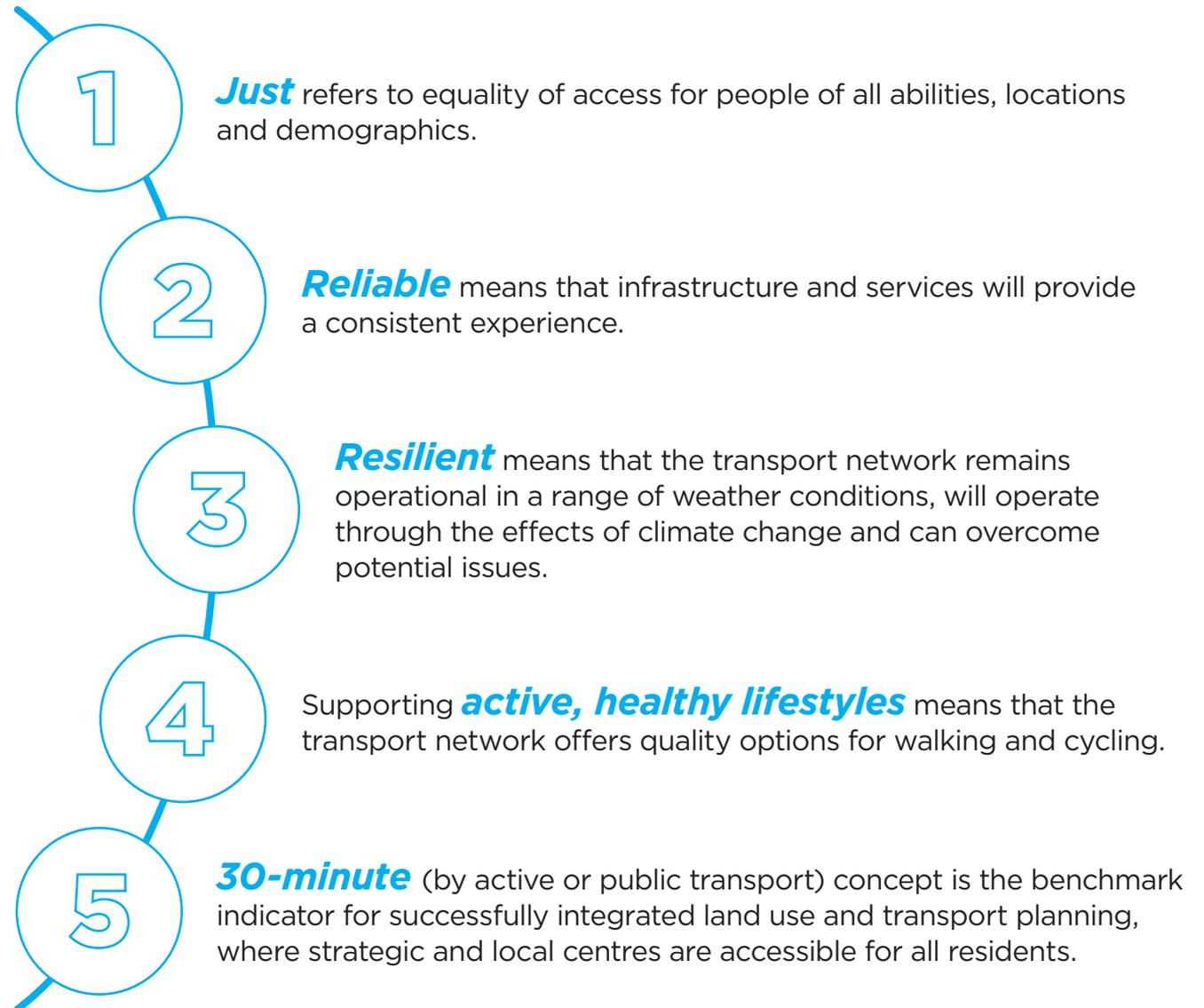
Council's influencing role in delivering such actions will require advocating to a number of State government agencies for actioning of items contained within this Strategy.



Our Vision

The vision for transport within Council is:

“A just, reliable and resilient transport system which supports active, healthy lifestyles and provides 30-minute access to economic, social, recreational and cultural opportunities for everyone.”

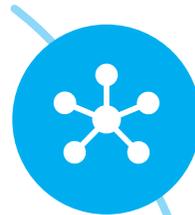


Our Directions

The Directions of the Transport Strategy outline the key ways to improve the transport network within Bayside.

They aim to provide consistency and direction to inform the guiding principles of this strategy and other transport related strategies.

The Directions have been developed to align and integrate with NSW Government strategic documents.



Connected and integrated

Land use development is integrated with transport infrastructure



Efficient

Better public transport



Active and vibrant

Encourage active transport



Inclusive and safe

Improved road safety



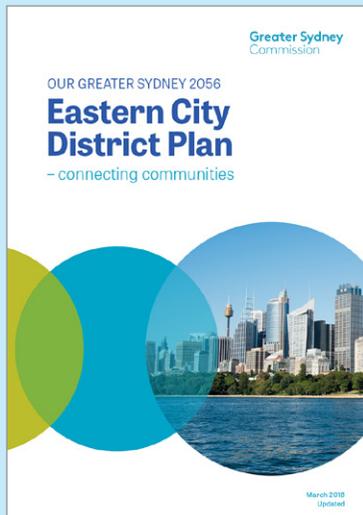
Sustainable and innovative

Sustainable transport choices

Strategic Context

The actions and priorities of the Transport Strategy have been developed with the input of the Bayside community and aligned to the directions associated with key strategic documents; including *NSW Future Transport 2056*, the *South East Sydney Transport Strategy*, the *Bayside Community Strategic Plan* and the *Bayside Local Strategic Planning Statement (LSPS)*.

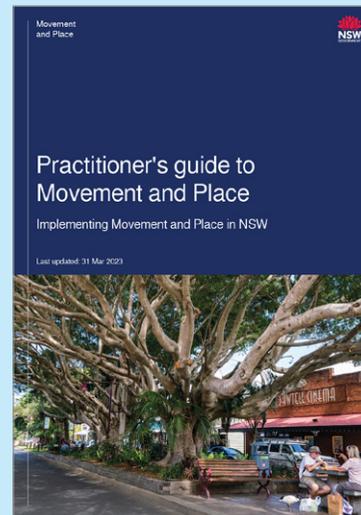
NSW Government Strategies and Policies



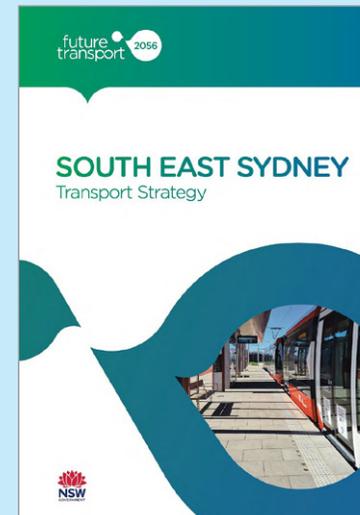
Eastern City District Plan, 2018



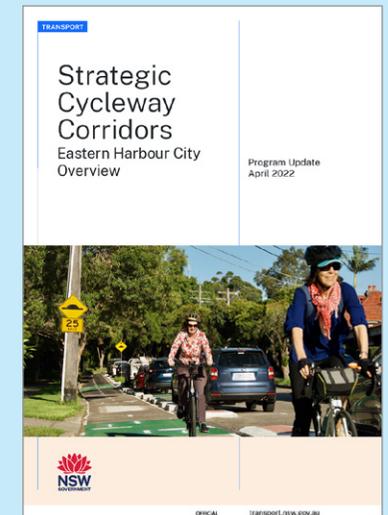
Future Transport Strategy, 2056



Movement and Place Framework, 2023



South East Sydney Transport Strategy, 2020



Eastern Harbour City Strategic Cycleway Corridor, 2022

Bayside Council Strategies and Policies



*Bayside 2032
Community Strategic Plan
2018-2032, 2018*

Bayside 2032 sets the vision, themes and goals to guide the Bayside LGA over the next 10 years. Drawing on community and stakeholder engagement, demographic analysis, former Council strategic planning, and alignment with State Government planning.

Based on social justice, resilient city, and good governance principles, Bayside 2032 sets four themes for the LGA, each with several relevant strategic directions for the Bayside Transport Strategy.



*Bayside Local Strategic
Planning Statement (LSPS),
2020*

Bayside's LSPS 2020 aligns with the Eastern City District Plan, and shaped by the Community Strategic Plan, Bayside 2032.

Bayside's LSPS identifies 24 clear planning priorities, which are supported by 148 actions. The most relevant planning priorities for the Bayside Transport Strategy are: Planning Priority B1: Align land use planning and transport infrastructure planning to support the growth of Bayside. Planning Priority B12: Deliver an integrated land use and a 30-minute city.

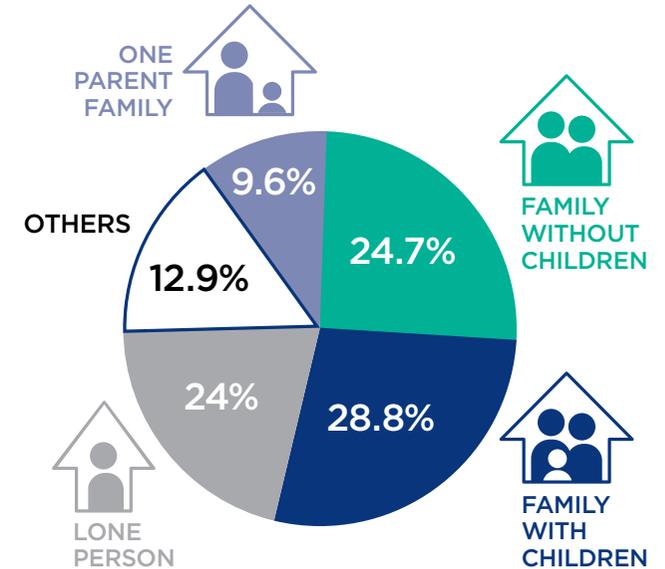
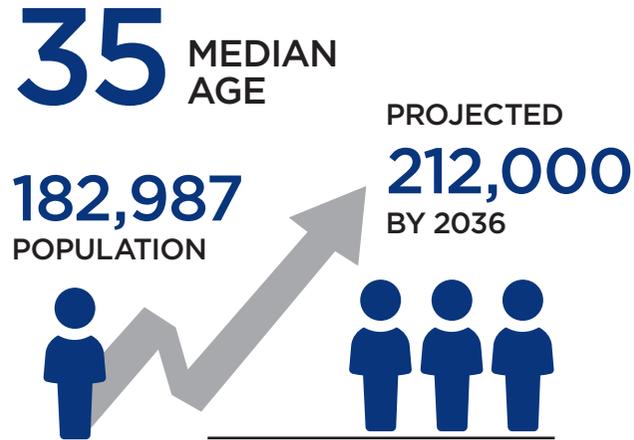
Bayside Community at a Glance

The Bayside LGA is a large and complex area, supporting significant economic drivers for the NSW economy, a growing population, and diverse centres and neighbourhoods. It is a desirable location to live and attractive to many businesses.

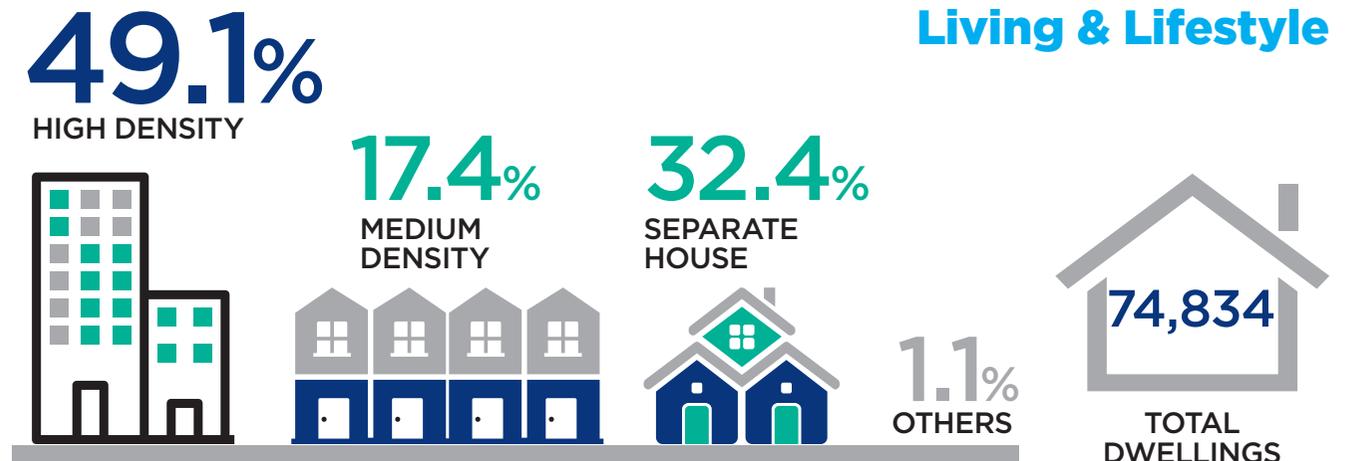
Residents enjoy close proximity to the Harbour CBD, accessible foreshores and green public spaces, established neighbourhoods with unique characters, and generally vibrant and growing local centres.

Businesses located in the Bayside LGA have access to the Eastern Economic Corridor, and the trade gateways of Port Botany and Sydney Airport. They should also benefit from improving access to Sydney's motorway network.

People & Households

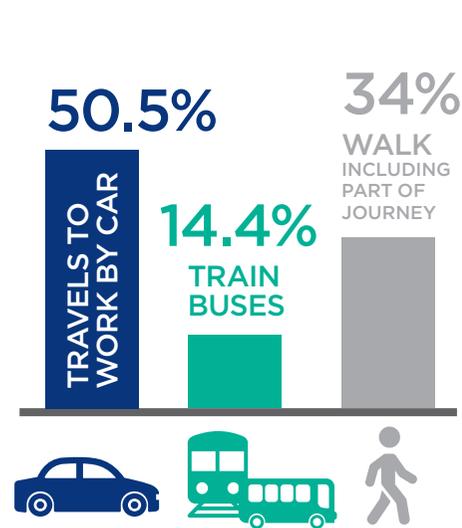
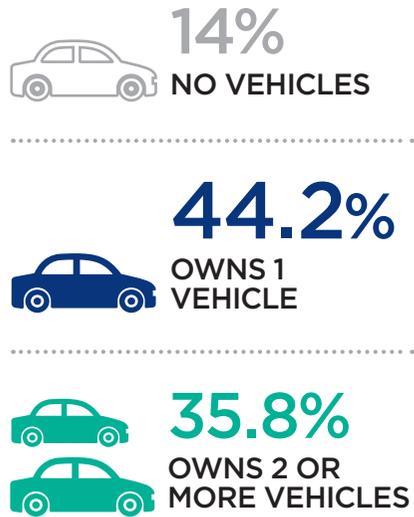


Living & Lifestyle



Bayside Travel Behaviour

Work and Travel

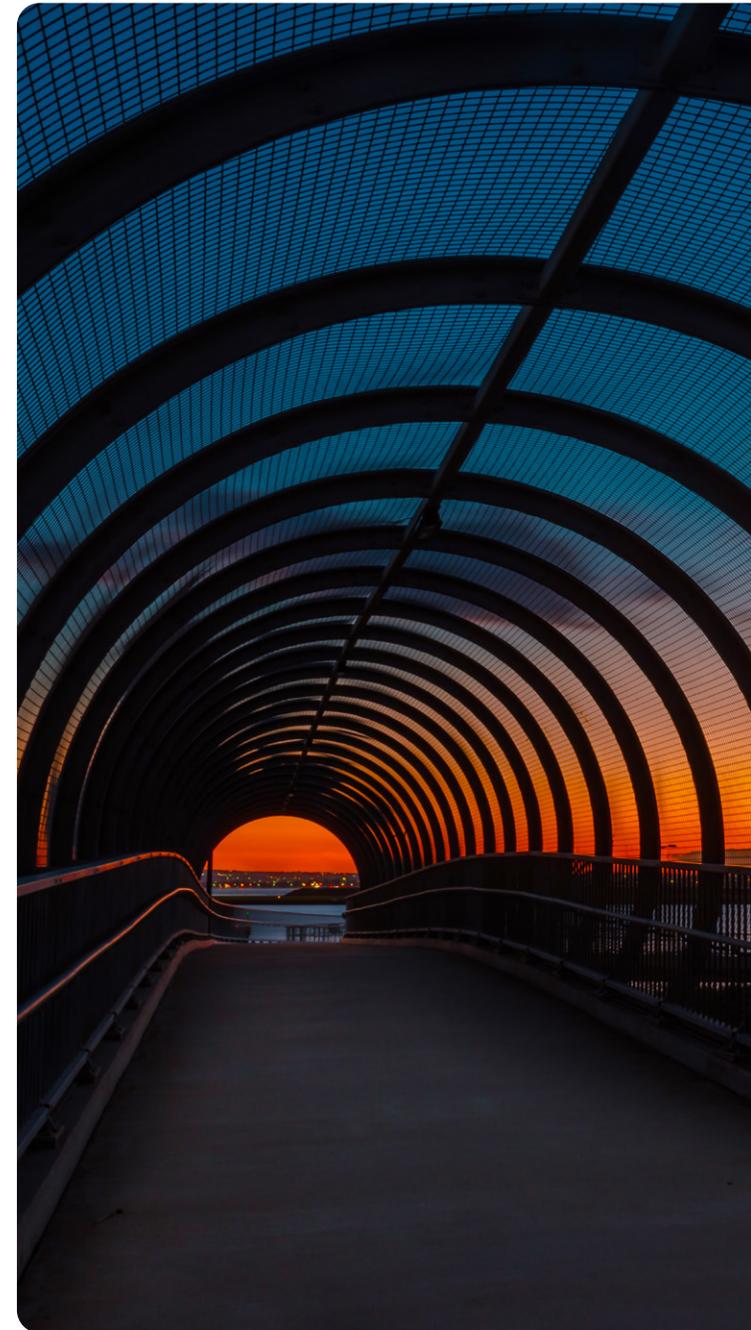


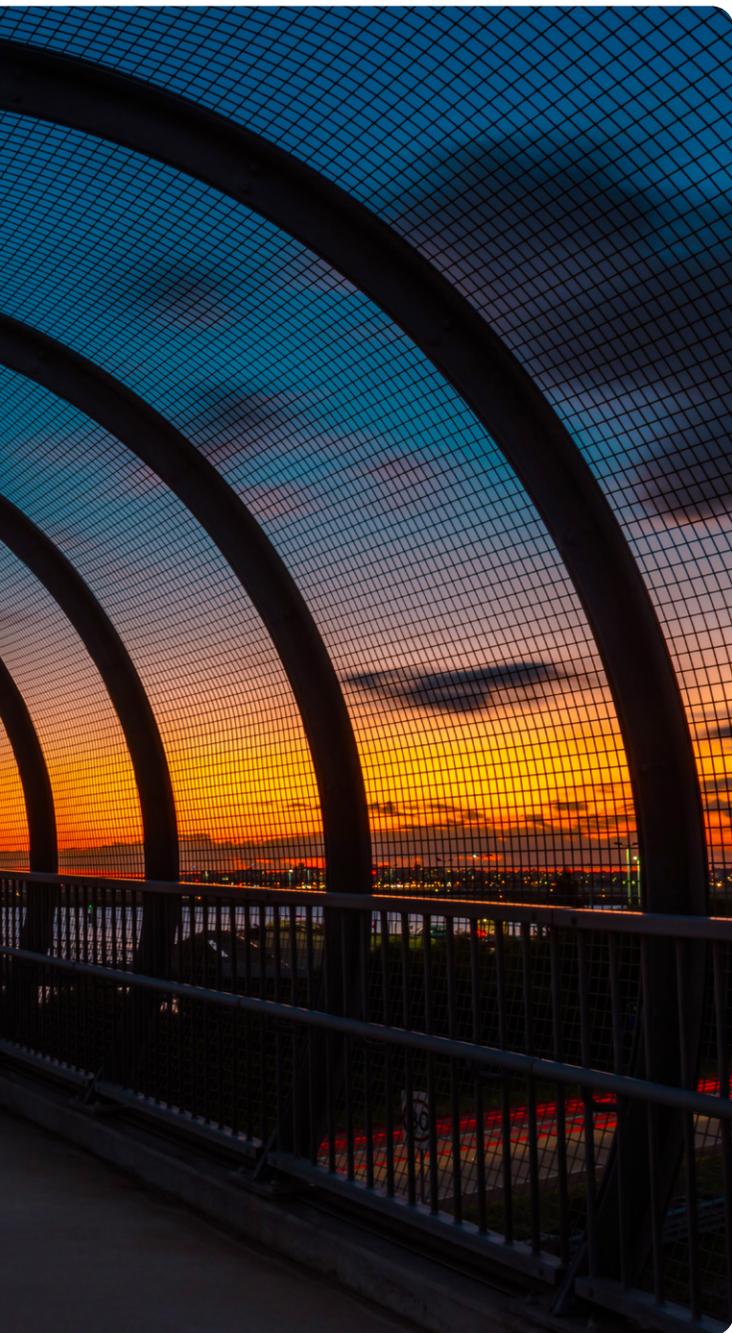
72.8%
LIVE IN THE AREA,
WORK OUTSIDE

23.5%
LIVE AND WORK
IN THE AREA

3.8%
NO FIX PLACE
OF WORK

Source: Profile I.D., Australian Bureau of Statistics 2021 Census, Household Travel Survey 2019.





Key Issues and Themes

Growth in Demand

The current population is expected to grow to 212,000 by 2036. This growth will result in increased travel demand as more people access transport modes that Bayside has to offer. Areas of growth and major development sites across Bayside need coordinated planning to ensure the transport network is ready to accommodate new trips.

Active Transport

Active transport modes should be considered first by everyone to access nearby land uses and opportunities. This will contribute to improved health through physical activity and also aid in reducing carbon emissions. This Strategy focuses on a combination of walking and cycling actions. Micro-mobility is also included as it is generally better suited to use cycling infrastructure.

Freight

Bayside's industrial lands and freight operations are key in supporting a wide range of industries in Bayside and beyond. It is important to ensure freight movements are supported by the transport network. Areas of residential growth are planned away from industrial land uses and heavy vehicle movements, to reduce impacts on new resident's quality of life.

Parking

More car parking is desired by many people in the community because it is tied with private vehicle travel, which is a very convenient mode of transport. This can conflict with a desire to reduce dependence on private vehicles as a primary mode of travel due to space, environmental and infrastructure costs. In a dense urban context, car parking has a number of trade-offs, including the space required and the effect of separating land uses reducing walkability and the contribution to traffic congestion. Car parking is also expensive.

Public Transport

Community consultation activities indicated a general lack of satisfaction with the bus and train network. Common complaints include low frequency, poor integration with train timetables and lack of late-night services. Travel demand for public transport is associated with a number of factors, including price, service levels, and travel times. Higher frequency, reliable, direct services generally have an effect of increasing patronage where there is potential demand as the catchment of a bus stop is increased due to the attractiveness and trust of the service.

Road Network Safety

Streets support a range of functions. They are public places for people to meet, shop, wait, spend time outdoors, and connect, and they also support movement, access to buildings and spaces, parking and provide space for utilities, drainage, signage and street lighting. The number of crashes in Bayside needs to reduce, in particular crashes that result in a fatality or serious injury. Good street lighting and active facades along key routes make walking to and from centres and public transport nodes feel safe.

Emerging technologies

Advances in transport technology, mobility service models, and data sources, will affect the characteristics of the future transport network, resulting in changes to travel choices, vehicle types, payment options, and data sources. Emerging trends and increasingly intelligent transport system applications will be important to understand when planning and delivering available transport options.



Guiding Principles

The Bayside Transport Strategy covers all forms of public transport, walking, cycling, freight, private vehicles and the street network. Based on the transport vision and directions, a set of guiding principles have been developed from the overarching directions that provide focal matters to address. Each principle is supported by a series of actions to enable the goal to be achieved.

The shared responsibility for transport means that in delivering the Transport Strategy, Council has direct responsibility for some transport actions and policies, whilst in other instances it will need to work in partnership with or seek to influence the State government to improve the transport system.



Connected and integrated
Land use development is integrated with transport infrastructure

PRINCIPLE
Council will work to ensure that land use and development are supported by transport infrastructure.



Efficient
Better public transport

Council will advocate to the State government for improved public transport access to, within and from Bayside.



Active and vibrant
Encourage active transport

Council will encourage walking and cycling choices for short trips, available to all ages and cycling abilities.



Inclusive and safe
Improved road safety

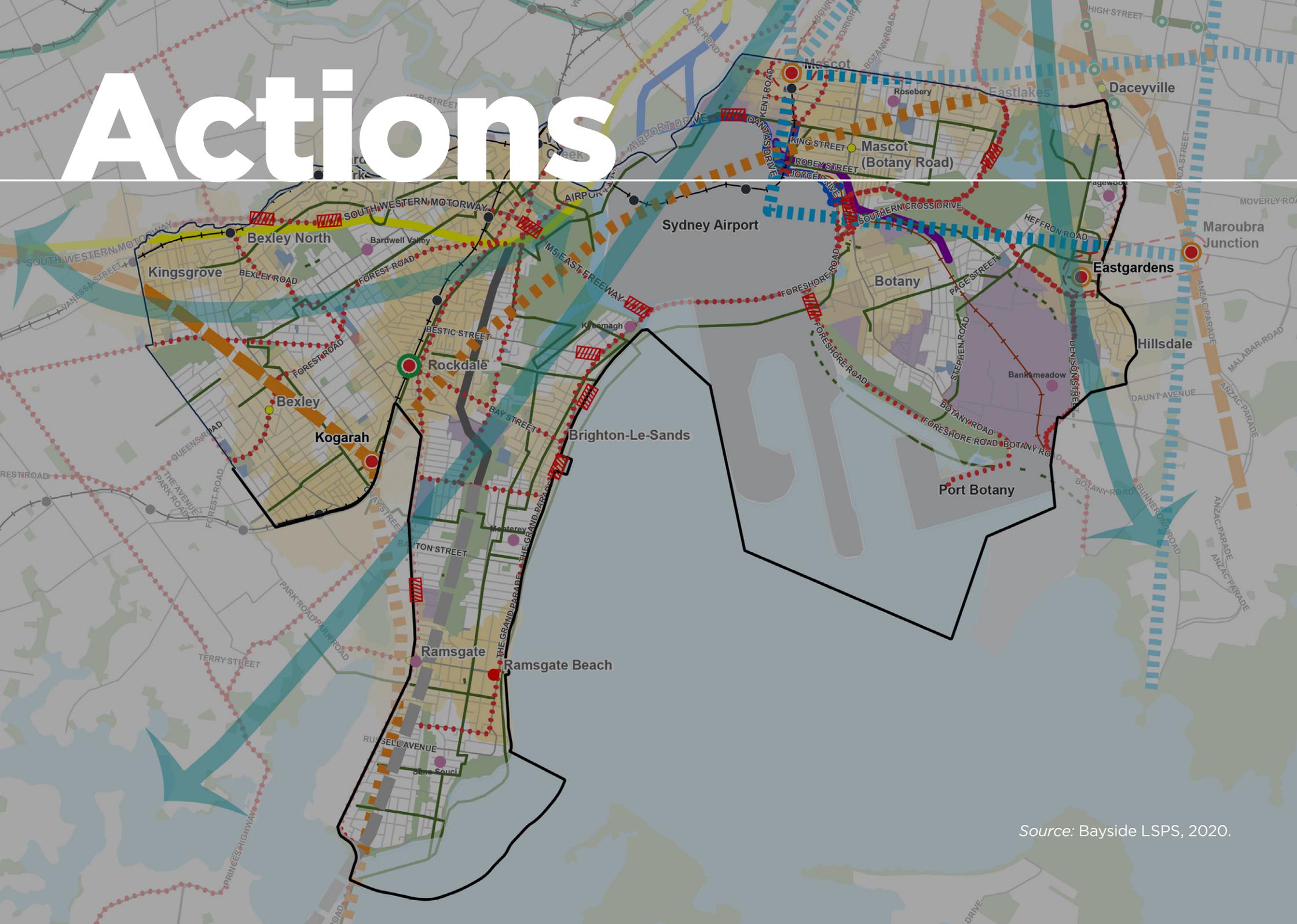
Council will improve safety of roads, and actual and perceived personal security for everyone.



Sustainable and innovative
Sustainable transport choices

Council will encourage the community to choose to walk, cycle and use public transport or other sustainable services.

Actions



Source: Bayside LSPS, 2020.

Action One

CONNECTED AND INTEGRATED

Council will work to ensure that land use and development are supported by transport infrastructure

1.1	Through-site links	Improve accessibility of redeveloped large sites by requiring through-site link for public access for more direct walking and cycling travel, where appropriate.
1.2	Funding opportunities	Review funding opportunities and develop contribution plan work items to respond to transport infrastructure priorities such as bus shelters, new paths, cycleway upgrades.
1.3	Princes Highway and Grand Parade	Engage with the NSW Government to develop a 'Place' strategy for the revitalisation of Princes Highway and The Grand Parade after the M6 Stage 1 opens.
1.4	Extend the M6 active transport link	Collaborate with the NSW Government to investigate active transport opportunities along the M6 corridor to provide a high quality open space connection to the Georges River.
1.5	Complete missing links surrounding Sydney Airport	Collaborate with Transport for NSW, and major stakeholders to plan the completion of missing links surrounding Sydney Airport.
1.6	Movement and Place	Identify and plan for traffic and transport works consistent with the principles of the 'Movement and Place' framework.

Action Two

EFFICIENT

Council will advocate to the State Government for improved public transport access to, within and from Bayside

2.1	Plan for Transport Orientated Development (TOD)	Plan and integrate public, active and sustainable transport infrastructure to high density / TOD precincts.
2.2	Public transport advocacy	Advocate for better public transport coverage and frequencies in areas that don't have 30-minute access to strategic centres.
2.3	On-demand services	Advocate for trials of on-demand services in areas located away from high frequency public transport to improve accessibility.
2.4	Improved public transport for Eastgardens	Advocate for improved public transport links at Eastgardens/Pagewood Greens.
2.5	Bus stop upgrades	Investigate upgrades of bus stops along main routes, where demand is high, including real time information at key stops.
2.6	Advocate for rapid bus links and lanes	Work with TfNSW to investigate feasibility of priority bus links and lanes to connect main centres and improved reliability and service quality.
2.7	Improved east-west bus services	Advocate for high frequency and direct bus service connecting centres in the eastern and western sides of the LGA e.g. Rockdale to Mascot / Botany.



EFFICIENT (cont.)

2.8	Bus route capacity	Advocate for increased public transport capacity on routes and in periods of high demand, e.g. Bunnerong Road and Botany Road.
2.9	Airport levy removal	Advocate for the removal of the Sydney Airport station access fee.



Action Three

ACTIVE AND VIBRANT

Council will encourage walking and cycling choices for short trips, available to all ages and cycling abilities

3.1	Prepare a Bike Plan	Prepare a Bike Plan to identify a safe, connected network throughout the LGA integrating with neighbouring LGA's and regional links.
3.2	Bayside priority cycleway network	Identify, prioritise and implement key cycling routes that connect our town centres, green space, the Bay and sporting facilities.
3.3	Cycling promotion	Promote Bayside's cycling network and new infrastructure as it is completed.
3.4	Wolli creek bridge	Investigate opportunities for a walking and cycling bridge from Wolli Creek station precinct to Waterworth Park in Canterbury-Bankstown LGA.
3.5	Path standards	Develop Council technical standards and guidelines for key infrastructure, including roads, paths and cycleways.
3.6	Pedestrian network	Incorporate Pedestrian Access and Mobility Plans (PAMPs) as part of capital works projects.
3.7	Path upgrades at bus stops	Investigate opportunities for footpath upgrades on paths that directly connect, and are the main walking routes to bus stops.

Action Four

INCLUSIVE AND SAFE

Council will improve safety of roads, and actual and perceived personal security for everyone

4.1	School path upgrades	Progress where appropriate footpath/ shared path upgrades in the 800metre catchment of schools.
4.2	Support high pedestrian activity centres	Identify High Pedestrian Activity Area's and investigate pedestrian priority treatments.
4.3	Missing crossings at intersections	Identify intersections where additional crossing facilities could be provided, particularly along freight routes and state roads. Advocate TfNSW for upgrades.
4.4	Pedestrian crossing priority at signalised intersections	Advocate for longer crossing times at intersections to allow pedestrians (where demand exists) to cross before cars turn.
4.5	Provide active transport paths to Port Botany	Investigate and develop bicycle links to Port Botany from surrounding suburbs.
4.6	Road safety	Undertake road safety audits for crash cluster locations on local roads. Advocate for TfNSW to undertake audits for state roads.
4.7	Speed limit review	Review and align speed limits to the Movement and Place function of a road and the surrounding land uses.



INCLUSIVE AND SAFE (cont.)

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|-----|--|---|
| 4.8 | Freight efficiency | Lobby TfNSW to divert freight and arterial traffic away from local centres. |
| 4.9 | Shared services and deliveries in centres | Provide locations for short-term parking / loading zones in areas of high residential density, to cater for increase in deliveries and ride sharing vehicles. |
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Action Five

SUSTAINABLE AND INNOVATIVE

Council will encourage the community to choose to walk, cycle and use public transport or other sustainable services



5.1	Car Share Policy	Implement the Car Share Policy to facilitate LGA-wide publicly accessible car share services.
5.2	Electric Vehicle Charging Policy	Implement the EV Policy to facilitate LGA-wide publicly accessible charging infrastructure.
5.3	Street tree opportunities	Integrate street trees, landscaping and canopy improvements alongside active transport upgrades across the strategic pedestrian and cycling networks.
5.4	Micromobility	Plan for infrastructure, where appropriate to support micromobility (e.g. share bikes) near town centres, transport hubs and where demand exists.
5.5	Advocate for trials of innovative public transport technology	Advocate for trials of electric buses/ trackless trams and autonomous vehicles in the LGA and real time information at public transport stops.

Implementation

Resourcing

Some actions in this Strategy will not require additional funding and will be included as part of our 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 will apply for external funding to help deliver the actions in this Strategy.

Stakeholders

This Strategy is, in many circumstances, dependent on agencies and stakeholder groups. These include Transport for NSW and Department of Planning, Housing and Infrastructure. Bayside Council recognises this Strategy cannot be delivered by Council alone. In order to achieve the Strategy actions, we need to partner with other levels of government, transport agencies, and the community.



IMPLEMENTATION PLAN

ACTION ITEM #	GOALS / ACTIONS	DELIVERABLE / MECHANISM	COUNCIL ACTION REQUIRED			PROJECT FUNDING STATUS AND SOURCE	PRIORITY / TIMEFRAME		
			STAFF ACTION	POLICY	FUNDING		SHORT 1-5 YEARS	MEDIUM 6-10 YEARS	LONG 10+ YEARS

CONNECTED AND INTEGRATED

Council will work to ensure that land use and development are supported by transport infrastructure

1.1	Through-site links Improve accessibility of redeveloped large sites by requiring through-site link for public access for more direct walking and cycling travel, where appropriate.	Investigate Planning Delivery	Staff Action	Policy		N/A	Short	Medium	Long
1.2	Funding opportunities Review funding opportunities and develop contribution plan work items to respond to transport infrastructure priorities such as bus shelters, new paths, cycleway upgrades.	Planning	Staff Action	Policy		N/A	Short	Medium	
1.3	Princes Highway and Grand Parade Engage with NSW Government to develop a 'Place' strategy for the revitalisation of Princes Highway and The Grand Parade after the M6 Stage 1 Extension opens.	Investigate Planning Advocacy	Staff Action	Policy	Funding	Status: Unfunded Source: Council State Government (Walking & Cycling, Road Safety, DPE Grants)	Short	Medium	
1.4	Extend the M6 active transport link Collaborate with the NSW Government to investigate active transport opportunities along the M6 corridor to provide a high quality open space connection to the Georges River.	Investigate Planning Delivery	Staff Action		Funding	Status: Unfunded Source: State Government (Walking & Cycling, Road Safety, DPE Grants)	Short	Medium	



Advocacy Council will advocate to various stakeholders to ensure the action is achieved.	Delivery Council will implement feasible projects.	Investigate Council will investigate actions to determine feasibility and next steps.	Planning Council will undertake planning work to implement an action, if possible.	Policy Council will stay informed of stakeholders policy as well as update any Council related policies as required.
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1.5	Complete missing links Sydney Airport Collaborate with Transport for NSW, and major stakeholders to plan the completion of missing links surrounding Sydney Airport.	Investigate Planning Advocacy	Staff Action		Funding	Status: Unfunded State Government (Walking & Cycling, Road Safety, DPE Grants)	Short	Medium	
1.6	Movement and Place Identify and plan for traffic and transport works consistent with the principles of the 'Movement and Place' framework.	Investigate Planning Delivery	Staff Action			Status: Unfunded Source: Council	Short	Medium	

EFFICIENT

Council will advocate to the State government for improved public transport access to, within and from Bayside

2.1	Plan for Transport Orientated Development (TOD) Plan and integrate public, active and sustainable transport infrastructure to high density / TOD precincts.	Investigate Planning Delivery	Staff Action		Funding	Status: Unfunded Source: Council State Government (Walking & Cycling, Road Safety, DPE Grants)	Short	Medium	
2.2	Public transport advocacy Advocate for better public transport coverage and frequencies in areas that don't have 30-minute access to strategic centres.	Investigate Planning Advocacy	Staff Action			N/A		Medium	



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2.3	On-demand services Advocate for trials of on-demand services in areas located away from high frequency public transport to improve accessibility.	Planning Policy Advocacy	Staff Action	Policy		N/A		Medium	
2.4	Improved public transport for Eastgardens Advocate for improved public transport links at Eastgardens / Pagewood Greens.	Planning Advocacy	Staff Action			N/A	Short		
2.5	Bus stop upgrades Prioritise upgrades of bus stops along main routes, where demand is high, including real time information at key stops.	Investigate Planning Delivery	Staff Action	Policy	Funding	Status: Unfunded Source: Development Contributions State Government Advertising Tender	Short	Medium	
2.6	Advocate for rapid bus links and lanes Work with TfNSW to investigate feasibility of priority bus links and lanes to connect main centres and improved reliability and service quality.	Planning	Staff Action	Policy		N/A	Short	Medium	
2.7	Improved East-West bus services Advocate for high frequency and direct bus service connecting centres in the eastern and western sides of the LGA e.g. Rockdale to Mascot / Botany.	Advocacy	Staff Action			N/A	Short	Medium	



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2.8	Bus route capacity Advocate for increased public transport capacity on routes and in periods of high demand, e.g. Bunnerong Road and Botany Road.	Advocacy	Staff Action			N/A		Medium	
2.9	Airport levy removal Advocate for the removal of the Sydney Airport station access fee.	Advocacy	Staff Action			N/A	Short		

ACTIVE AND VIBRANT

Council will encourage walking and cycling choices for short trips, available to all ages and cycling abilities

3.1	Prepare a Bike Plan Prepare a Bike Plan to identify a safe, connected network throughout the LGA integrating with neighbouring LGA's and regional links.	Planning Delivery	Staff Action	Policy	Funding	Status: Complete Source: Council	Short		
3.2	Bayside's priority cycleway network Identify, prioritise and implement key cycling routes that connect our town centres, green space, the Bay and sporting facilities.	Investigate Advocate	Staff Action			N/A	Short	Medium	
3.3	Cycling promotion Promote Bayside's cycling network and new infrastructure as it is completed.	Planning	Staff Action	Policy		N/A	Short	Medium	



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3.4	Wolli Creek bridge Investigate opportunities for a walking and cycling bridge from Wolli Creek station precinct to Waterworth Park in Canterbury-Bankstown LGA.	Investigate Planning Delivery	Staff Action		Funding	Status: Unfunded Source: State Government (Walking and Cycling Grant)	Short	Medium	
3.5	Path standards Develop Council technical standards and guidelines for key infrastructure, including roads, paths and cycleways.	Planning		Policy		N/A		Medium	Long
3.6	Pedestrian network Incorporate Pedestrian Access and Mobility Plans (PAMPs) as part of capital works projects.	Planning		Policy		N/A		Medium	Long
3.7	Path upgrades at bus stops Investigate opportunities for footpath upgrades on paths that directly connect, and are the main walking routes to bus stops	Investigate Planning Delivery	Staff Action	Policy		Status: Unfunded Source: Development Contributions State Government Advertising Tender	Short	Medium	

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INCLUSIVE AND SAFE

Council to improve safety of roads, and actual and perceived personal security for everyone

4.1	School path upgrades Progress where appropriate, footpath/ shared path upgrades in the 800metre catchment of schools.	Investigate Planning Delivery	Staff Action	Policy	Funding	Status: Partially funded Source: Council & State Government (School Zone Safety, Walking and Cycling Grants)	Short	Medium	
4.2	Support high pedestrian activity centres Identify high pedestrian activity area's and investigate pedestrian priority treatments.	Planning Delivery	Staff Action		Funding	Status: Unfunded Source: Council or State Government (Walking and Cycling Grant)	Short	Medium	
4.3	Missing crossings at intersections Identify intersections where additional crossing facilities could be provided, particularly along freight routes and state roads. Advocate TfNSW for upgrades.	Investigate Advocate	Staff Action		Funding	Status: Unfunded Source: State Government (Road Safety Grant, Advocacy)		Medium	
4.4	Pedestrian crossing priority at signalised intersections Advocate for longer crossing times at intersections to allow pedestrians (where demand exists) to cross before cars turn.	Investigate Planning	Staff Action		Funding	Status: Unfunded Source: Development Contributions State Government (Walking and Cycling, Road Safety grants)		Medium	



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			STAFF ACTION	POLICY	FUNDING		SHORT 1-5 YEARS	MEDIUM 6-10 YEARS	LONG 10+ YEARS
4.5	Provide active transport paths to Port Botany Investigate and develop bicycle links to Port Botany from surrounding suburbs.	Investigate Planning Delivery	Staff Action	Policy	Funding	Status: Partially funded Source: Council & State Government (School Zone Safety, Walking and Cycling Grants)	Short	Medium	
4.6	Road safety Undertake road safety audits for crash cluster locations on local roads. Advocate for TfNSW to undertake audits for state roads.	Investigate Planning Delivery	Staff Action		Funding	Status: Unfunded Source: Council & State Government (Road Safety Grant)	Short		
4.7	Speed limit review Review and align speed limits to the Movement and Place function of a road and the surrounding land uses.	Planning Policy	Staff Action	Policy	Funding	Status: Unfunded Source: Council & State Government (Road Safety, DPE, TfNSW Grants)	Short	Medium	
4.8	Freight efficiency Lobby TfNSW to divert freight and arterial traffic away from local centres.	Investigate Advocate Planning	Staff Action	Policy		N/A	Short	Medium	
4.9	Shared services and deliveries in centres Provide locations for short-term parking / loading zones in areas of high residential density, to cater for increase in deliveries and ride sharing vehicles.	Planning Policy	Staff Action	Policy		N/A	Short	Medium	

Advocacy Council will advocate to various stakeholders to ensure the action is achieved.	Delivery Council will implement feasible projects.	Investigate Council will investigate actions to determine feasibility and next steps.	Planning Council will undertake planning work to implement an action, if possible.	Policy Council will stay informed of stakeholders policy as well as update any Council related policies as required.
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IMPLEMENTATION PLAN

ACTION ITEM #	GOALS / ACTIONS	DELIVERABLE / MECHANISM	COUNCIL ACTION REQUIRED			PROJECT FUNDING STATUS AND SOURCE	PRIORITY / TIMEFRAME		
			STAFF ACTION	POLICY	FUNDING		SHORT 1-5 YEARS	MEDIUM 6-10 YEARS	LONG 10+ YEARS

SUSTAINABLE AND INNOVATIVE

Council will encourage the community to choose to walk, cycle and use public transport or other sustainable services

5.1	Car Share Policy Implement the Car Share Policy to facilitate LGA-wide publicly accessible car share services.	Planning	Staff Action			N/A	Short		
5.2	Electric Vehicle Charging Policy Implement the EV Policy to facilitate LGA-wide publicly accessible charging infrastructure.	Planning	Staff Action			N/A	Short		
5.3	Street tree opportunities Integrate street trees, landscaping and canopy improvements alongside active transport upgrades across the strategic pedestrian and cycling networks.	Investigate Planning Delivery	Staff Action			N/A - Cost incorporated into each project	Short	Medium	
5.4	Micromobility Plan for infrastructure, where appropriate to support micromobility (e.g. share bikes) near town centres, transport hubs and where demand exists.	Planning Policy Advocacy		Policy		N/A		Medium	
5.5	Advocate for trials of innovative public transport technology Advocate for trials of electric buses/ trackless trams and autonomous vehicles in the LGA and and real time information at public transport stops.	Advocacy	Staff Action			N/A		Medium	Long

Advocacy

Council will advocate to various stakeholders to ensure the action is achieved.

Delivery

Council will implement feasible projects.

Investigate

Council will investigate actions to determine feasibility and next steps.

Planning

Council will undertake planning work to implement an action, if possible.

Policy

Council will stay informed of stakeholders policy as well as update any Council related policies as required.

MASCOT



AirportLink

Mascot





Bayside Council
Serving Our Community

Bayside Customer Service Centres

Rockdale Library, 444-446 Princes Highway, Rockdale
Westfield Eastgardens, 152 Bunnerong Road, Eastgardens
Monday to Friday 8:30am – 4:30pm

Phone **1300 581 299 | 02 9562 1666**

Email **council@bayside.nsw.gov.au**

Web **www.bayside.nsw.gov.au**