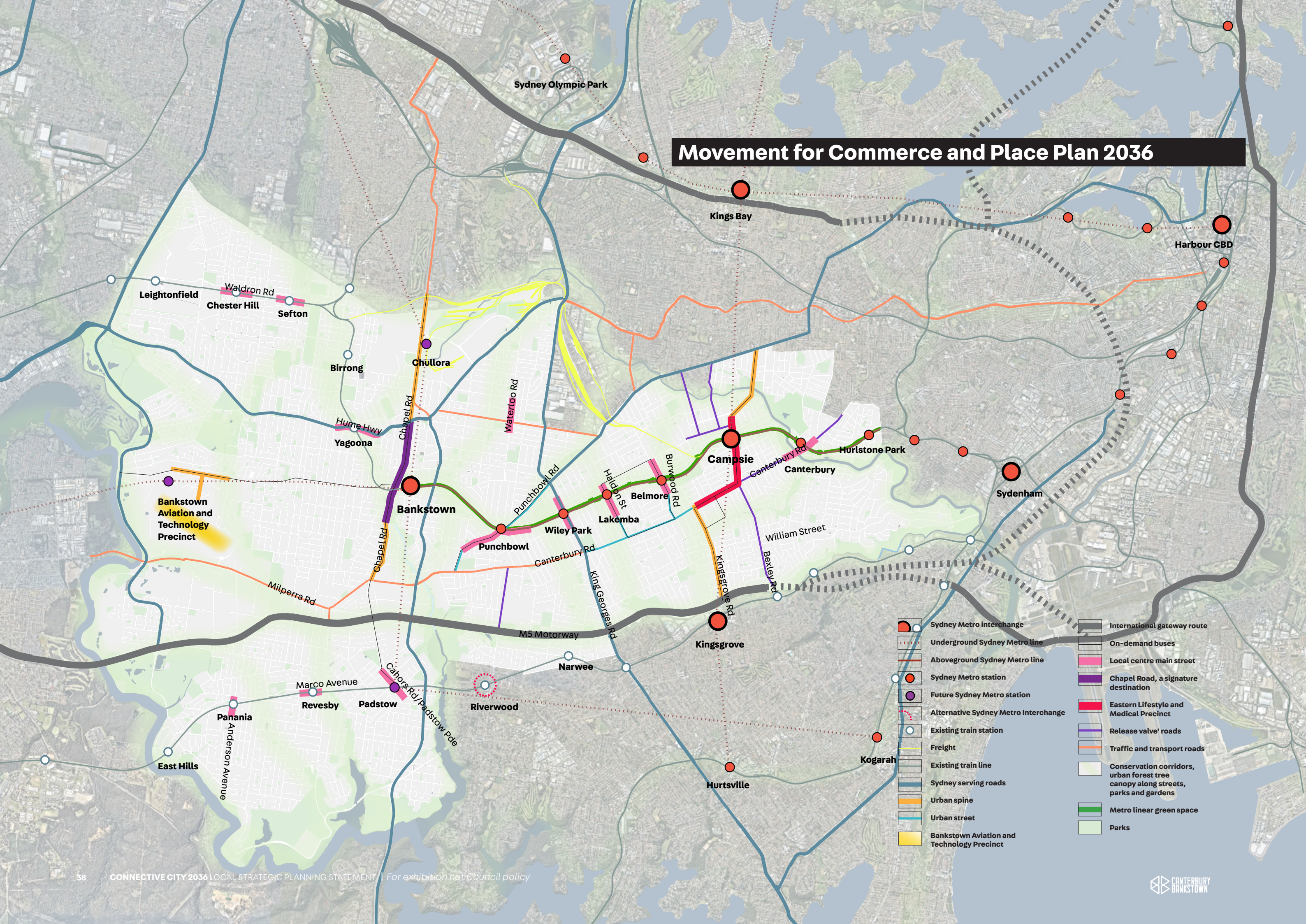


# Movement for Commerce and Place Plan 2036





# Evolution 2

## Movement for Commerce and Place

**Connective City 2036 sets out an ambitious movement and place plan that prioritises better public transport and space for pedestrians. It demonstrates the need for investment in an interconnected Sydney Metro system for Greater Sydney. Our movement and place plan considers how the City's major roads and streets will efficiently move people and goods, yet also be great places for people.**



Olympic Parade - Bankstown Complete Streets transforms the public domain, to provides great amenity for pedestrians and cyclists along Olympic Parade



Cities and centres need plenty of space for pedestrians.



Key roads across the City will be dedicated Sydney serving transport routes, to allow other roads and street in growth precincts to have a stronger place function.



Whether they allow for metropolitan connections or whether they are quieter thoroughfares around centres, all streets and roads should be safe, functional and designed to fit with surrounding urban and suburban areas.

**Canterbury-Bankstown's movement modes include walking, cycling, buses, freight trains, passenger trains, heavy vehicles, light rail, car share and private cars, regional flights and freight and logistics operations.**

Greater Sydney's movement network is designed at a broader scale, but enables people and businesses in Canterbury-Bankstown to efficiently connect to major metropolitan centres such as Parramatta, Port Botany, Sydney Airport, Liverpool and Sydney CBD as well as regions beyond Sydney.

Within Canterbury-Bankstown, our planning needs to better integrate movement modes with land uses, particularly in centres, so that places are easy to walk around, are vibrant and retain a safe and attractive street character. This in turn supports local business and community activities.

Other modes may be available in the future, including a system of on-demand mini buses, expanded car share, driverless vehicles or trackless trams. *Connective City 2036* allows for us to adapt to these technologies if and when they become available.

The City's movement system has four roles:

- Contribute to keeping Greater Sydney moving;
- Facilitate movement across the City to support commerce, jobs and services;
- Balance the needs of pedestrians and vehicles in centres; and
- Manage parking pressures across the City.

**Opportunities**

The City is in a period of infrastructure investment. The conversion of the Sydenham to Bankstown heavy rail line to Sydney Metro services by 2024 will ensure faster, more frequent and direct access across Greater Sydney, including metropolitan centres, strategic centres, employment hubs and other important destinations. This will be supported by new, higher frequency bus services.

Bankstown City Centre is experiencing a period of rapid change including a planned Western Sydney University Campus for up to 12,000 students, potential for a new hospital and large-scale mixed use developments.

These developments will increase the number of people using the City Centre but will also increase demand for service vehicles, cars and buses.

Sydney Metro Southwest will drive this transformation, and must be complemented by a network of transit options close to Sydney Metro stations, such as local and regional bus networks to local and regional destinations. Major infrastructure must be matched with improvements to the public domain.

This approach will better align transport choice to trip purpose, which will increase public transport, walking and cycling use and reduce car use. From this, we can start to plan for centres where it is easier to walk or cycle along centre streets while also making centres attractive places to work, live, shop and visit.

Sydney-wide cycle networks are improving, and we will aim to connect with these to create a regional cycle network for residents and commuters.

Canterbury-Bankstown is at the heart of Greater Sydney's transport network. Increasing road efficiency, reliability and connectivity between metropolitan centres, particularly for freight traffic, influences productivity gains at the macro level and increases commercial opportunities.

**Determining factors**

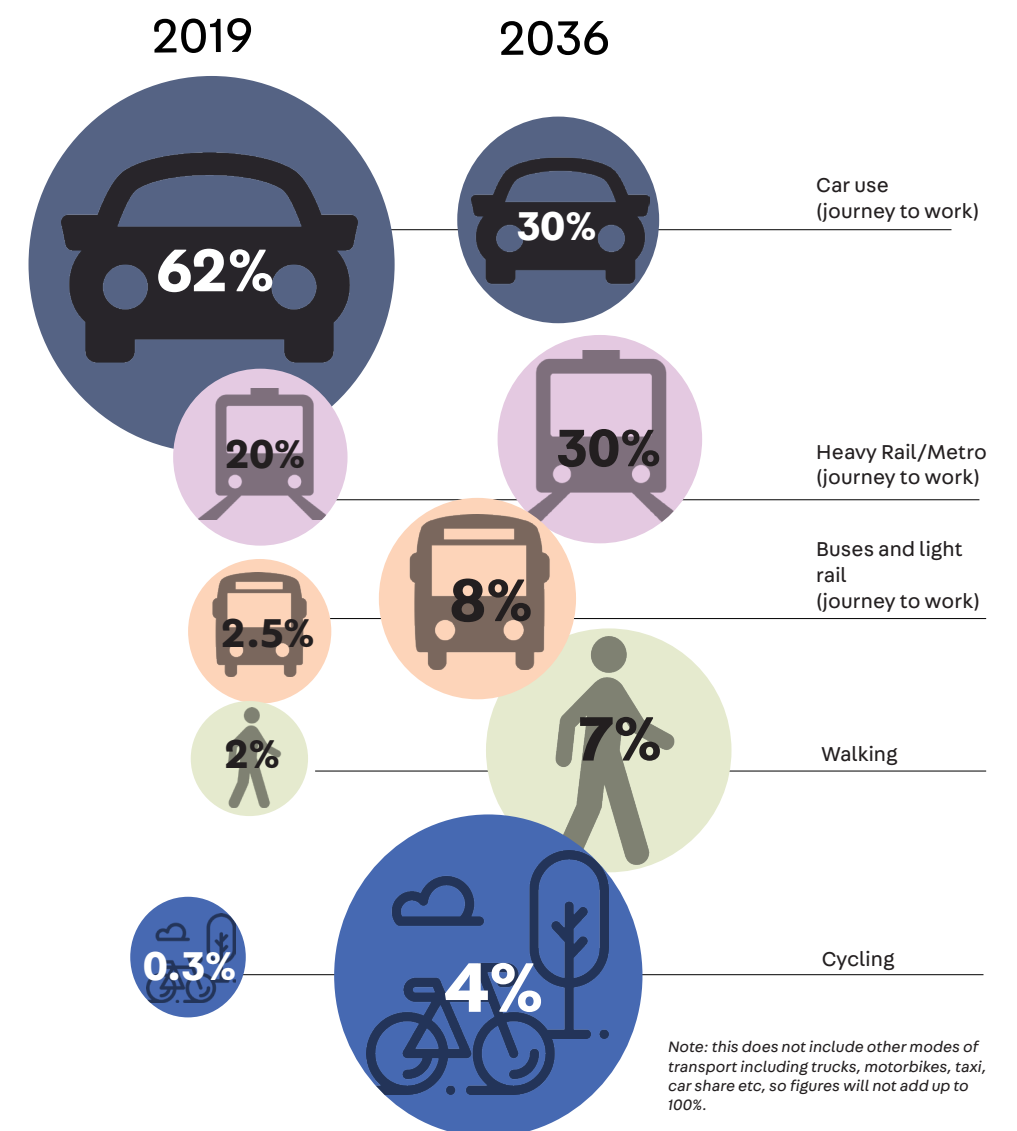
As the City grows, the movement system will need to change if it is to provide the level of amenity required for a city of 500,000 people. In particular the following current movement configurations will need to be addressed:

- Limited north-south commuter connections, no interconnected commuter system;
- Poor commuter networks west of Bankstown, to centres such as Parramatta, Hurstville and Liverpool;
- Limited frequent, reliable and safe bus services outside key centres and outside peak hours;
- Limited opportunity for inter-connected walking and cycling links;
- Few facilitated pedestrian crossings along Canterbury Road, Hume Highway, Henry Lawson Drive and Milperra Road;

**PRIORITIES**

- Deliver frequent and safe travel choices
- Connect to the Harbour CBD, Kogarah, Hurstville, Greater Parramatta and Liverpool
- Maintain and improve strategic road and rail transport corridors
- Address blockages in the road network to improve traffic flow on Sydney serving roads
- Deliver attractive urban streets that meet the needs of pedestrians
- Provide an interconnected walking and cycling network
- Protect Greater Sydney's regional freight corridors

**Indicators**



Icon made by Freepik from www.flaticon.com



- Major roads and freight routes – including the M5 Motorway, Hume Highway, Canterbury Road, King Georges Road, Stacey Street/ Fairford Road, Henry Lawson Drive and Punchbowl Road – that move high volumes of traffic through the City to key destinations across Greater Sydney;
- Limited place function for all main streets in centres, which are used as through traffic routes;
- Poor pedestrian connectivity across railway lines in Bankstown and other centres;
- Limited pedestrian crossing points on urban roads, leading to an increase in pedestrian deaths;
- Inadequate pedestrian and vehicular permeability across the rail corridor within Bankstown CBD;
- Traffic congestion along Stacey Street, Bankstown; and
- Vehicle and bus through traffic within Campsie.

*Connective City 2036* addresses these issues to create a high-performing movement system for the future.

### Prioritising and promoting cycling

Walking and cycling for short trips encourages people to be active and healthy while reducing travel emissions.

The City includes some recreational cycle ways along waterways and through green spaces; however, these do not link with the Greater Sydney cycle network. We need to create and improve these connections.

Key routes should follow transport corridors such as the M5 Motorway and the Sydenham to Bankstown rail corridor. This will be complemented by north-south routes to connect centres such as Bankstown, Lakemba, Padstow and Campsie.

Publicly accessible end-of-trip facilities and bicycle parking in centres and a clear wayfinding system will encourage more people to cycle, make the cycle network easier to navigate and better integrate cycling at transport interchanges.

### Improving walkability

The City's pedestrian network is unwelcoming

in many centres. With the City's central location resulting in trips through the local government area, main roads are dominated by cars and heavy vehicles.

We want to make streets and roads in centres places for people. This will make walking a safer and a more attractive way for people to get around.

The major opportunities for the pedestrian network include more frequent facilitated pedestrian crossings along roads that are more of a destination and a place, such as some parts of Canterbury Road. Other solutions will make it easier and safer for people to choose walking, including:

- Direct, flat, well-lit and dedicated routes that are not shared with other transport modes;
- Reconfigured streets to welcome high volumes of pedestrians;
- Slower/moderated traffic speeds in centres to improve pedestrian experience and increase opportunities for footway dining and street activity;
- Better integration with other transport modes at interchanges so that more people choose to walk to and from public transport;
- Connections across rivers for example footbridge at East Hills;
- Increased use of public art and street furniture to improve the pedestrian environment from an aesthetic perspective and maximise the range of users; and
- Tree canopy cover to moderate heat and sunlight during warmer months.

### Canterbury-Bankstown is perfectly positioned to become the *Connective City 2036*

To build a successful, high amenity city, all modes of transport must coordinate to create efficient access for goods and people. This requires a balance of land uses in and around the centres that focuses on walking and cycling for local catchments.

### Matching transport options to trip types

The vision for Greater Sydney is for a place where people can conveniently access jobs and services in their nearest metropolitan and

strategic centre within 30 minutes by public transport, seven days a week.

With developments such as Western Sydney University, a new hospital in Bankstown, and future growth of health and medical services around Campsie, transport must be available 24 hours a day to these locations.

Public transport services and infrastructure can be enhanced by thinking about the trips people take and the movement mode they use:

- Metropolitan trips (5+ km) through the City and to metropolitan and strategic centres can be made by regional rail and future mass transit;
- Intermediate trips (2-5km) are the majority trips within the City and, if supported by appropriate land uses, represent an opportunity to enhance the capacity and efficiency of the transport network; and
- Local trips (less than 2km) can be made, in general, on foot, bicycle or other micro-transport modes.

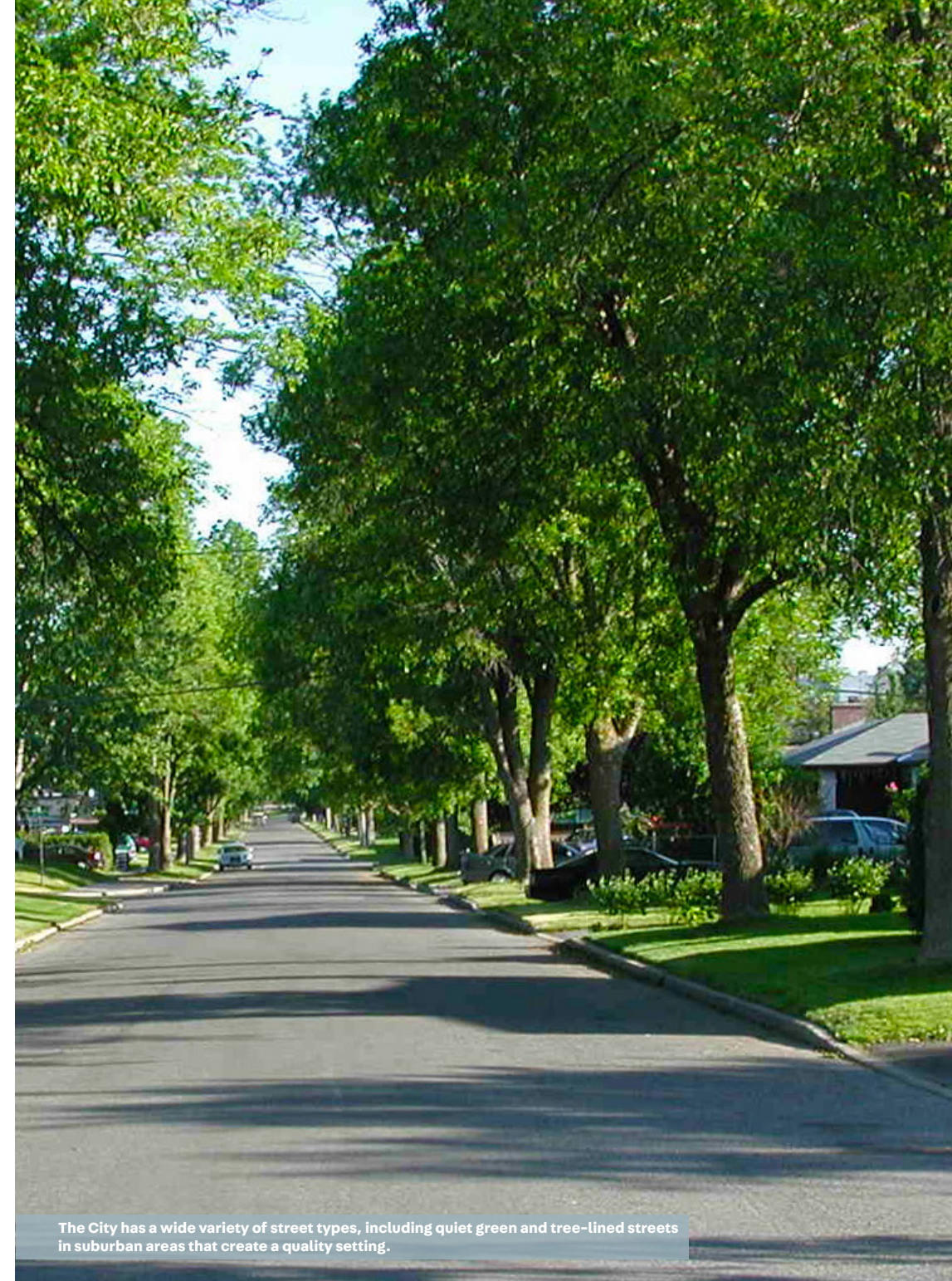
Sydney Metro and supporting services provide the opportunity to build a 24-hour, integrated transport network supported by safe, high amenity streets, starting with a focus on Bankstown and Campsie. Acknowledging the need to get it right the first time, we will continue to advocate to the NSW Government and Sydney Metro on the need to achieve the best possible civic outcomes around each Sydney Metro station, and integrate each station in a way that improves each centre.

### Complete streets

The Complete Streets Program for Bankstown will be the planning and design framework for how *Connective City 2036* will improve and transform public space and streets/roads within all 34 centres in the City.

Complete Streets will coordinate with public areas and different building uses so that streets maximise centres as attractive destinations and places for people and commercial activity.

As place plans are developed for the various centres, they will be underpinned by a Complete Street Program that will guide and coordinate all modes of transport with the public domain.



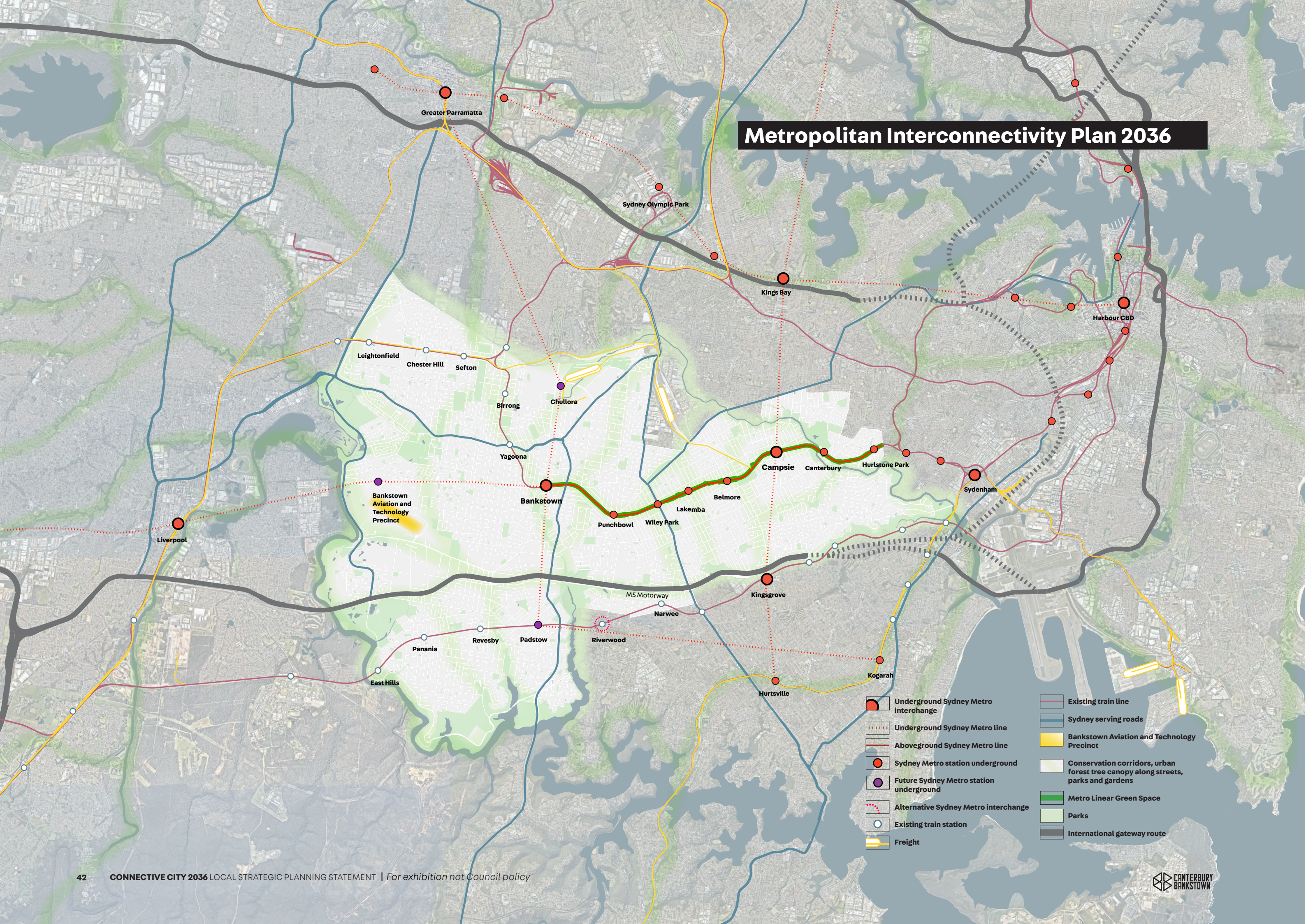
The City has a wide variety of street types, including quiet green and tree-lined streets in suburban areas that create a quality setting.



Cycle routes that connect across the City and into Metropolitan Sydney will provide opportunities for riding to work and for leisure.



# Metropolitan Interconnectivity Plan 2036



- Underground Sydney Metro interchange
- Underground Sydney Metro line
- Aboveground Sydney Metro line
- Sydney Metro station underground
- Future Sydney Metro station underground
- Alternative Sydney Metro interchange
- Existing train station
- Freight
- Existing train line
- Sydney serving roads
- Bankstown Aviation and Technology Precinct
- Conservation corridors, urban forest tree canopy along streets, parks and gardens
- Metro Linear Green Space
- Parks
- International gateway route



With easy connections to the established Eastern Harbour City, developing Central River City and emerging Western

Parkland City, Canterbury-Bankstown is well positioned to become the *Connective City 2036*.

- Sydney Metro will enhance connectivity of Canterbury-Bankstown to centres beyond Sydney CBD, including North Sydney, Chatswood, Macquarie Park and north west Sydney. It provides a foundation for complementary services that will transform how people move to and from Canterbury-Bankstown in the long term.

It is expected that TfNSW will ensure that any new Sydney Metro stations are coordinated with local transport needs in order to provide options for commuters to get to the stations, whether this be commuter parking or turn-up-and-go buses. It is important that commuter parking is provided where appropriate by the NSW Government.

#### Buses, on-demand buses and potentially light rail

New Sydney Metro services will also improve regional and local public transport services in the medium to long term. This could begin with additional Sydney Metro lines, high frequency bus routes and potentially light rail extensions.

A potential Sydney Metro line from Bankstown to Liverpool could service the Bankstown Aviation and Technology Precinct while also increasing movement and access within the City and beyond to Liverpool, Western Sydney International Airport and the south west.

North-south public transport connections could be strengthened by connecting:

- Parramatta to Kogarah/Hurstville via Bankstown with a Sydney Metro or mass transit link, connecting Bankstown to Greater Parramatta and reinforcing a grid-based public transport network on a north-south orientation;
- Chullora to Bankstown to Padstow via high frequency bus services like the B-Line in the Northern Beaches; and
- Burwood to Kingsgrove and Hurstville via Campsie to create a public transport spine that connects the Sydney Metro Southwest to Sydney Metro West, allowing for the possible reconfiguration of Campsie as a bus and rail interchange to accommodate the expected

increase in activity and address public transport and pedestrian need.

Strategic thinking about connections and existing and future land uses will focus medium and high-density mixed-use development along selected routes while also broadening our ability to create a true 30-minute city.

High frequency bus routes will also be investigated between:

- Parramatta and Bankstown via Chester Hill;
- Panania and Parramatta on the T8 Line via Chester Hill;
- Sutherland, Hurstville with Bankstown via Padstow;
- Hurstville and Strathfield via Roselands along King Georges Road;
- Bankstown and Strathfield via Chullora;
- Sydney Airport and Burwood via Rookwood, Bexley and Campsie;
- Bankstown to Padstow; and
- Bankstown to Bankstown Airport.

The extension of the Parramatta Light Rail to Bankstown via Chullora could create an opportunity for urban renewal along the corridor, facilitating higher density commercial and residential development.

#### Protecting significant transport corridors

Land for future transport corridors must be protected in the master planning of affected centres. This relates in particular to Metro stations.

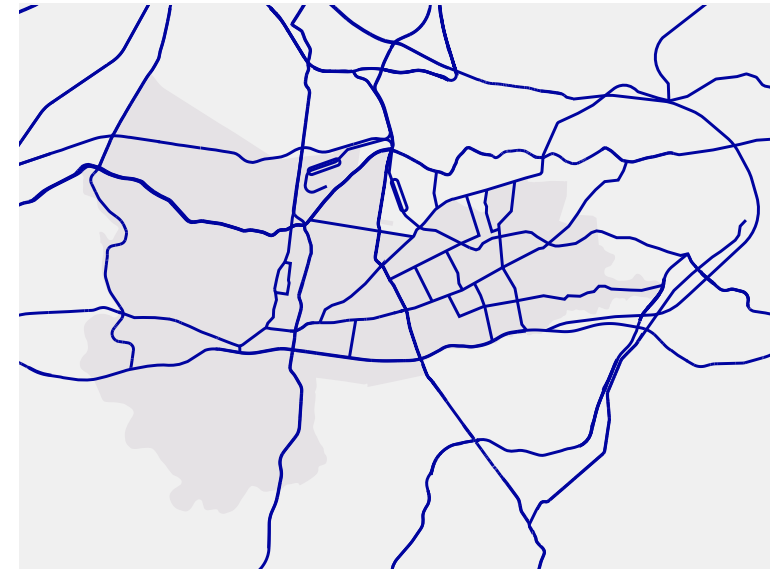
The specific corridor preservation needs of each centre and its surrounding area will be modelled and reviewed as part of the master planning.

The future passenger and freight rail corridors must minimise the impacts on the existing residential properties and employment lands.

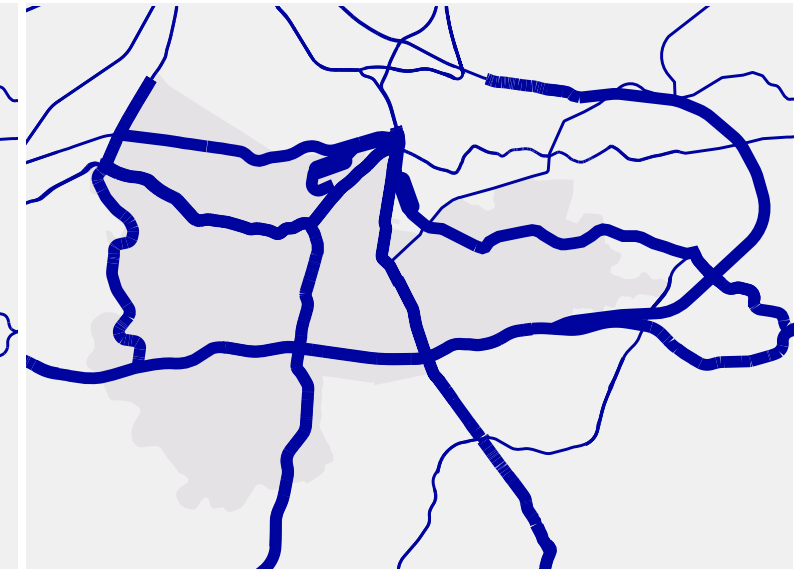
We will work with transport agencies to protect and manage regional freight routes that traverse the City and connect Greater Sydney, while minimising the impacts on our community.

## Freight movements

### Today



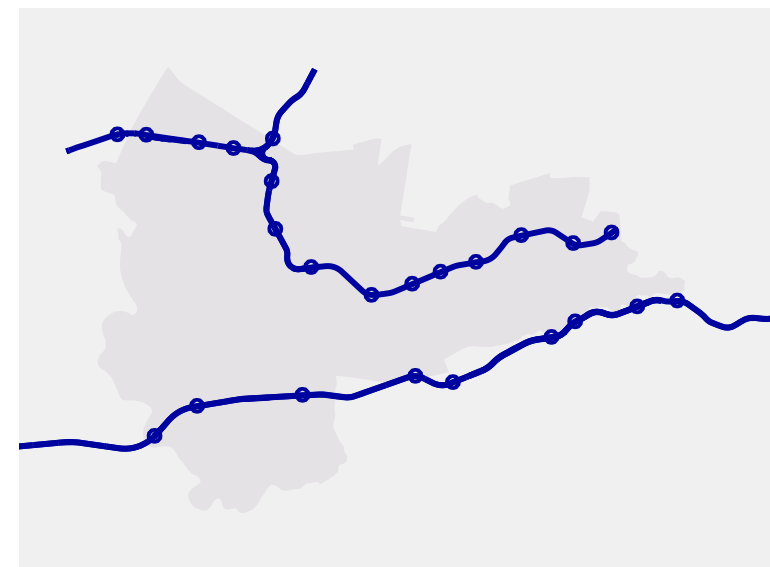
### Connective City 2036



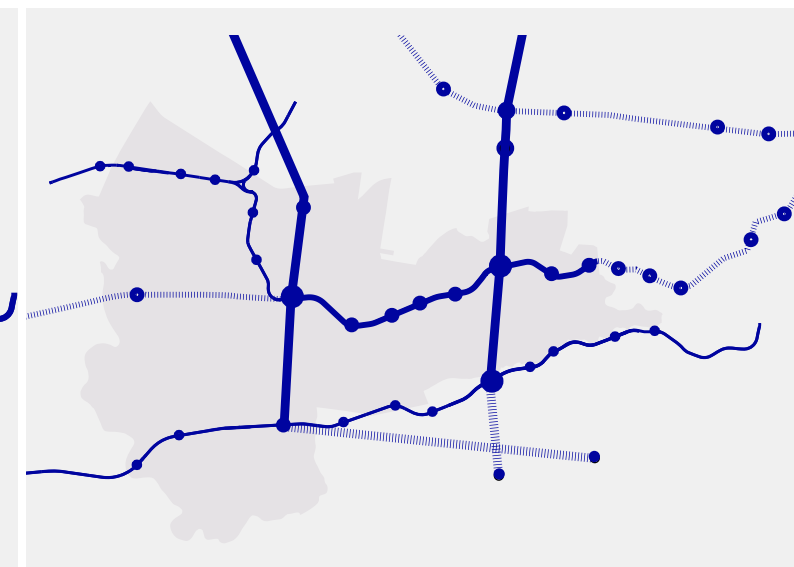
Currently freight moves across all major and secondary roads in the City which reduces safety and amenity in centres and neighbourhoods. Through carefully planning the transport and road network, heavy vehicles and traffic can be managed to optimise freight and commercial movement performance whilst reducing impacts on neighbourhoods and centres.

## Public transport

### Today



### Connective City 2036



Currently commuter train lines radiate out from Sydney CBD in a generally east west direction, north to south connections are not available. The implementation of north south metro connection through Bankstown and Campsie connects all current train lines, significantly increasing the availability and efficiency of public transport within the City and across the Greater Sydney.



## The Movement and Place Framework designates roads and streets in centres as vibrant streets and State and regional roads for traffic.

### Movement and Place Framework

Future Transport 2056 identifies a Movement and Place Framework that aims to balance the role of roads and streets as places that move people and goods with land uses immediately adjoining them.

The Framework designates road spaces according to their function to establish and appropriately manage the needs of transport customers, road/street users and the broader community, depending on the street environment they are travelling in.

This also acknowledges that people's needs and expectations change for different street environments, and that some streets and roads are essential for pedestrians, commerce and street life.

Today Canterbury-Bankstown's roads are suitable for cars and vehicles in places such as Yagoona along the Hume Highway, Canterbury along Canterbury Road and Wiley Park along King Georges Road.

However, we need to think about how some roads and streets, particularly in centres and precincts, can also be places for people. Where major roads interact with centres and precincts, pedestrian amenity and safety must be considered alongside vehicle access and movement.

Using the Movement and Place Framework, *Connective City 2036* aims to predominantly designate roads and streets in centres as vibrant streets, while most State and regional roads are designated as movement streets or corridors.

The M5 Motorway will continue as an international gateway for longer road movements, with the next tier of roads fulfilling a Greater Sydney-serving role.

As Bankstown, Campsie, Belmore and Lakemba are transformed into places for people, streets within Punchbowl, Canterbury Road, Padstow, Revesby, Panania and Chester Hill will be vibrant streets that balance 'place' and 'movement' functions.

Some streets that are well used by pedestrians may need interventions that calm, slow or remove traffic to prioritise safety and amenity of pedestrians. These are called 'places for people'. Suburban streets will primarily serve as 'local streets', while State and major roads will continue to primarily serve as movement corridors.

Along with residential and commercial growth, the following streets are designated to change in accordance with the Movement and Place Framework (refer to diagram), which includes movement corridors, vibrant streets, local streets and places for people:

- Haldon Street from Lakemba Street to Grace Avenue, Lakemba – converted from a vibrant street to a place for people;
- Burwood Road from Bridge Road to Wilson Avenue, Belmore – converted from a vibrant street to a place for people;
- Beamish Street from Brighton Avenue to Claremont Street, Campsie – converted from vibrant street to a place for people;
- Canterbury Road from King Georges Road to Canterbury – converted from a movement corridor to a vibrant street;
- Kingsgrove Road from Canterbury Road to Homer Street, Kingsgrove converted from a movement corridor to a vibrant street;
- The Mall from the Appian Way and Jacobs Street, Bankstown – converted from a local street to a place for people;
- Bankstown City Plaza, Bankstown – converted from a vibrant street to a place for people; and
- Fetherstone Street from North Terrace to The Mall, Bankstown - converted from a local street to a place for people.

### Campsie

The road network in and around Campsie cannot accommodate any significant increases in traffic; therefore, alternative non car-based transport options will be required to carry the load.

Traffic conditions will have to be considered during structure planning and master planning phases for Campsie and the Eastern Lifestyle and Medical Precinct to resolve issues, including how traffic can bypass Campsie, and the impacts of larger developments, such as the hospital, larger sites in Campsie, and whether any development may occur around Canterbury Racecourse.

### Bankstown City Centre

We expect a doubling of jobs, an increase in students and visitors and increase in high-density housing in Bankstown City Centre. This requires an integrated approach to transport to support the centre's growth and productivity.

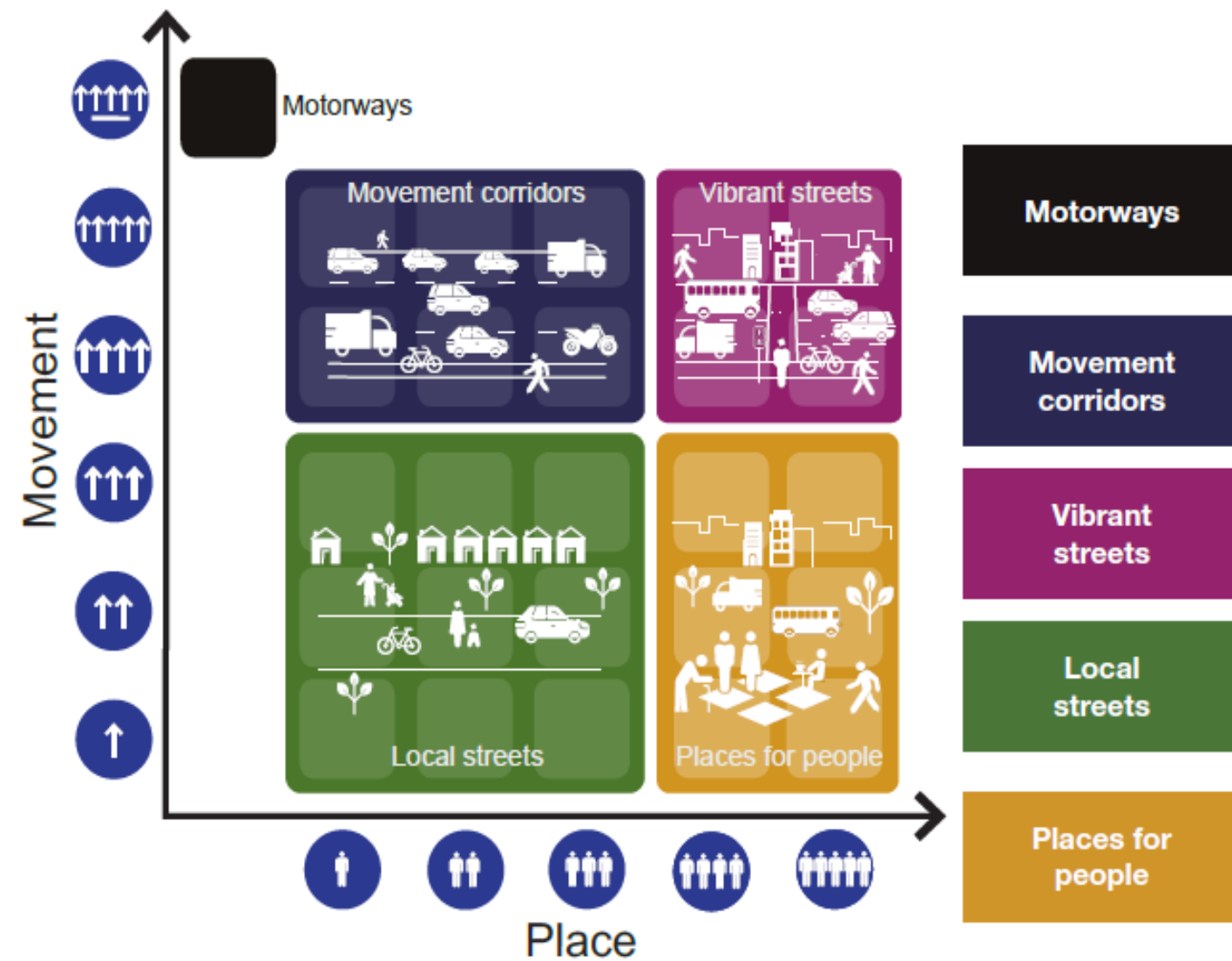
At a macro-level, people and goods must move efficiently to and from Bankstown to retain its attractiveness as a key centre for investment. Sydney Metro Southwest is the first stage in achieving this. At a micro-level, the Complete Streets Program will guide Bankstown's transformation to a pedestrian-focused, safe and vibrant place. Vehicular movements will be concentrated on a ring road around the CBD, and bus storage and movement will be managed more efficiently. The following projects will complement this work:

- Making the ring road network the focus for movement through the City Centre – this includes Rickard Road, Meredith Street, Greenwood Avenue, Brandon Avenue, Chapel Road South, McCauley Avenue and Stacey Street;
- Duplicating Henry Lawson Drive from the Hume Highway to the M5;
- Extending Sydney Metro beyond Bankstown to connect north-south to Parramatta via Chullora and Kogarah via Padstow or Riverwood;
- Extending Sydney Metro beyond Bankstown to connect to Liverpool via the Bankstown Aviation and Technology Precinct;
- Rationalising bus movements, interchange and layover to create a more seamless and efficient bus network that supports a pedestrian-prioritised centre;

- Delivering a central pedestrian spine along The Appian Way that connects the City's core major anchors and provides pedestrian connections over the rail line;
- Creating a vibrant civic spine as the focal point for institutional development along Chapel Road with pedestrian connections over the rail line;
- Undertaking the grade separation of the Stacey Street/Hume Highway intersection to create efficient north-south vehicle movements and more efficient access for goods and people via this corridor into Bankstown;
- Focusing parking along the ring road network to reduce the need for vehicular traffic in the core of the City Centre;
- Creating a finer grain road and pedestrian network by redeveloping major sites including Bankstown shopping centre and former Bankstown RSL site; and
- Improving cycling infrastructure to and through the centre in the public and private domains.

Chapel Road can become a broad boulevard linking important places within the City Centre.





**Motorways** are strategically significant roads that will move people and goods rapidly over long distances.

**Movement corridors** provide safe, reliable and efficient movement of people and goods between regions and strategic centres.

**Vibrant streets** have a high demand for movement as well as place, with a need to balance different demands within available road space.

**Local streets** are part of the fabric of the suburban neighbourhoods where we live our lives and serve to facilitate local community access.

**Places for People** are streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors and are places communities value.

Transport for NSW's *Movement and Place Framework* will be used to deliver more vibrant streets and places for people. (Source Transport for NSW 2017).





Sydney Metro will act as the catalyst for new and improved bus services and walking and cycling connections. The way people travel will change as Canterbury-Bankstown becomes the exemplar of a 30-minute city.

Parking

Catering for parking demand across the City varies, with increasing competitiveness for on-street parking in centres and across the suburbs. Enhanced public transport connectivity will change the nature of, and need for, parking in centres.

Competition between parking, freight and servicing exists in centres. Parking in all town centres will prioritise users that contribute to the economic viability of the centre, while freight and servicing should be on-site or consolidated.

A sufficient mix of on-street and off-street parking will achieve this. All Council-managed parking will be controlled by a parking management plan that prioritises a mix of short-stay and medium-stay parking over long-stay parking, to encourage high parking turnover and adequate availability of public parking throughout the day.

Parking requirements should be linked to the relative level of access to public transport, so in centres such as Bankstown and Campsie, with high levels of east-west and north-south connectivity, parking rates in development should be lower than in less accessible centres. As further public transport investment is implemented, parking rates will be reviewed and numbers reduced relative to the public transport access as well as new technologies and disruptions in access and movement.

Reducing or removing existing minimum parking requirements in commercial centres will be considered to allow small-lot development in centres and to encourage public and active transport. Parking maximums can be applied to developments in commercial centres that generate peak hour parking demand, but must be accompanied by the provision and encouragement of alternative travel modes.

Reduced permanent and long-stay parking in centres, combined with improvement to the operation of freight and servicing, provides the opportunity to dedicate kerbside space to high turnover, short-stay spaces in each centre. As a principle in centres, as little kerbside space as possible will be used for long-stay, residential, commuter, loading and services parking, which will be provided within development sites and at zero or very low rates in neighbourhood centres and rail connected centres.

With technology and disruption in transport and mobility, parking, including basement parking, is designed for future adaptability. This includes ensuring basement floors are flat, requiring minimum floor to ceiling heights and prohibiting the strata subdivision of parking areas.

Competition for on-street parking is evident across the suburbs due to increased density created by dual-occupancy and secondary dwelling development. Parking for new developments in residential areas should not rely on the provision of on-street parking, and adequate off-street parking needs to be provided by any new development. A parking management plan will control on-street parking to ensure fair and equal availability to all residents.

An indicative approach to parking by centre type is set out below:

Place	Off-street parking	Servicing	On-street parking
City centre	Reduce parking permitted. Parking rates a 'maximum'.  Review parking rates upon delivery of transport infrastructure (metro, rapid bus, light rail).  Underground parking	Freight and servicing spaces on-site.  Loading and servicing areas on edge of small lot/main street precincts for 'last mile' delivery via walking or cycling.	No on-street commuter parking.  Minimal on-street service/loading space.  Maximise short-stay, taxi, ride share spaces  Consider need for dedicated coach/bus parking.
Town centre	Reduce parking permitted. Parking rates a 'maximum'.  Review parking rates upon delivery of transport infrastructure (metro, rapid bus, light rail).  Underground parking.	Freight and servicing spaces on-site.  Loading and servicing areas on edge of small lot/main street precincts for 'last mile' delivery via walking or cycling.	No on-street commuter parking.  Minimal on-street service/loading space.  Maximise short-stay, taxi, ride share spaces.
Local centres	Maximum parking rates for all development, with minimal parking required for residential development.  Review parking rates upon delivery of major transport.	Freight and servicing spaces on-site.  Loading and servicing areas on edge of small lot/main street precincts for 'last mile' delivery via walking or cycling.	No on-street commuter parking.  Minimal on-street service/loading space.  Maximise short-stay spaces.
Village and small village centres	Parking required for residential development, and minimal parking for non-residential development. Zero or little parking required in rail-accessible centres.  Review parking rates upon delivery of major transport infrastructure (metro, rapid bus, light rail).  Underground parking	Consolidated freight, service zones in centres	Consolidated on-street service/loading space.  Maximise short-stay spaces.
Neighbourhood centres	Parking required for residential development, and minimal parking for non-residential development. Zero or little non-residential parking permitted on small lot development.	On-street permitted.	Maximise short-stay spaces.

Streets provide for a range of transport modes.



EVOLUTION 2 - MOVEMENT FOR COMMERCE AND PLACE							
	PRIORITY	ACTIONS	CBCITY 2028	SOUTH DISTRICT PLAN	COLLABORATION	RESPONSIBILITY	TIME FRAME
METROPOLITAN	Deliver frequent and safe travel choices	Develop detailed Integrated Transport Plans through master plans for Bankstown and Campsie and other growth centres			TfNSW	CBC, TfNSW	
		Coordinate with TfNSW to ensure Movement & Place plans align with <i>Connective City 2036</i>			TfNSW	CBC	
	Connect to the Harbour City, Kogarah, Hurstville, Greater Parramatta and Liverpool	Test and implement Movement for Commerce and Place Plan 2036 and the Metropolitan Interconnectivity Plan 2036			TfNSW	CBC	
		Test and implement Kogarah to Parramatta, via Bankstown & Hurstville to Kings Bay via Campsie Sydney Metro			TfNSW, GR, CC, PC, BC, LC	CBC	
		Advocate for a Sydney-wide grid-based rail/Metro system			TfNSW	CBC	
	Maintain and improve strategic road and rail transport corridors	Plan for and protect road and rail corridors while minimising impacts to the surrounding community			TfNSW	CBC	
		Plan for and deliver major road and rail projects in <i>Connective City 2036</i>			TfNSW	CBC	
		Maintain or improve current train frequency between Bankstown, Lidcombe and Liverpool at a minimum			CBC	TfNSW	
	Address blockages in the road network to improve traffic flow	Determine list of local infrastructure improvements through centre master plans			TfNSW	CBC	
		Implement Canterbury Road Review			DPIE, TfNSW	CBC	
		Incorporate place-based improvements in major road projects			TfNSW	CBC	
		Investigate on-ramp from Canterbury Road to Stacey Street northbound			CBC	TfNSW	
		Construct Stacey Street/Hume Hwy grade separation and Henry Lawson Drive duplication (M5 to Hume Hwy)			CBC	TfNSW	
		Advocate for and develop traffic plan to reinforce city serving roads			TfNSW	CBC	
	Deliver attractive urban streets that balance pedestrian needs	Design and deliver the Chapel Road Precinct, from Bankstown to Chullora			TfNSW	CBC	
		Design and deliver Beamish Street as a boulevard; Campsie to Kingsgrove			TfNSW	CBC	
		Implement Complete Streets in Bankstown City Centre			TfNSW	CBC	
		Input into design of major transport projects to ensure high quality design, pedestrian safety			TfNSW	CBC	
CITY SHAPING	Protect Greater Sydney's regional freight corridors	Protect freight activities around the intermodal and freight lines			TfNSW	CBC	
		Implement the upgrade to Chullora Intermodal while minimising impacts to the surrounding community			Infrastructure Australia, TfNSW	CBC	
	Frequent and safe travel choices	Enable and advocate for turn-up-and-go bus services from Metro stations to local areas			TfNSW	CBC, TfNSW	
	A better balance for place function in key locations	Calm traffic in centres and divert through traffic, develop solutions through Place Plans and advocate through TfNSW			TfNSW	CBC, TfNSW	
	Deliver attractive urban streets that balance pedestrian needs	Undertake and stage implementation of Complete Street plans for city, town, local & village centres			TfNSW	CBC	
		Maximise short-stay parking on-street in centres, locating long stay parking on the edges of centres				CBC	
		Review parking rates to match a centre's relative public transport accessibility				CBC	
		Review parking controls for suburban development to minimise demand for on-street parking				CBC	
	Interconnected walking and cycling network	Develop an Active Transport Plan for the City, incorporating walking and cycling			TfNSW, neighbouring Councils	CBC	
		Implement planning controls that require end of trip facilities				CBC	
	Protect Greater Sydney's regional freight corridors	Consolidate freight, loading and servicing functions, maximise curb space use for short-stay parking				CBC	
		Future freight corridors must enhance the locality and protect the viability of the surrounding employment lands					

Delivery: By 2021 (0–2 years)

By 2021 and 2024 (2–5 years)

Beyond 2025 (more than 5 years)

South District Plan Directions: Please refer to pages 13–15.

CBCity2028 Transformations: Please refer to pages 13–15.