

RANDWICK CITY

Integrated Transport Strategy



Randwick City Council
a sense of community



Introduction

The ability to move around plays a key role in our quality of life, the choices we make about where we live and how liveable our communities are.

Having safe, viable transport alternatives gives us real options with the way we move around. Our transport network has shaped the way our City has developed and remains an important part of its character and experience. The readily available public transport and road linkages to the Sydney CBD have resulted in relatively high urban densities in Randwick City's northern suburbs. The shape of our City has played a large part in embedding private car use as a predominant mode of transport.



However, compared to the level of car ownership throughout Sydney, a larger proportion of our households do not own a car. We support and facilitate public transport use and have long advocated for improved public transport to our City.

Our earlier vision has now become a reality with the introduction of light rail services to Randwick and Kingsford. To further benefit our community, the Council will actively encourage walking and bicycle riding as viable alternate transport options. We will improve active transport connections to key destinations such as the light rail termini and to the extensive bicycle networks to our north. The Randwick Bicycle Plan details the series of cycleways that, over time, will create a network throughout our City.

To further increase accessibility options to key destinations we will consider providing additional footpaths in priority areas, we will upgrade existing pedestrian facilities and we will provide additional pedestrian crossing facilities as well.

Our community members make many journeys to and from home, work or school, shopping based trips, and leisure based trips. Also, our visitors (including students, commuters, beach goers etc.) have many transport options available and the transport mode that is chosen depends on the purpose of the trip, the destination, distance between places and the facilities available. The provision of better and safer active transport facilities (walking / bike riding ...) encourages people to make alternate choices about how they move around, from day to day, in the council area. The Council's support of improved public transport, by working closely with Transport for NSW, will also deliver alternate viable public transport options for people moving around the Randwick council area.

Traffic and parking decisions are also important in protecting residential amenity. Our partnership with NSW Police and Transport for NSW, through the Randwick Traffic Committee, ensures traffic issues can be dealt with swiftly and effectively.



Integrated Transport Strategy

Principles

Safe

A transport network designed to prioritise safety for everyone, particularly vulnerable road users.

Sustainable

A transport network that enables people to easily choose active and public transport options more often.

Inclusive

A transport network that caters to a variety of people, modes and journey types.

Collaborative

A transport network enhanced by working with partners and the community.

Healthy and balanced

A transport network that improves the resilience of Randwick City by enabling people to choose healthier options such as walking and cycling, and by balancing the needs of all modes.



Transport Strategy

At a glance

OUTCOME 1

A transport network where sustainable transport options are the preferred choice for people.

Objectives

- 🎯 Increase the active transport mode share to 35% by 2031, from a 26% baseline.
- 🎯 Reduce the proportion of private vehicle trips from the 2018-19 baseline of 58% to 45% by 2031.
- 🎯 Achieve an ownership rate of over 5,000 electric or hybrid vehicles by 2031.

OUTCOME 2

A safe, efficient and sustainable road network that balances the needs of movement and place to ensure roads are used for their intended purpose.

Objective

- 🎯 Achieve a 50% reduction in casualties on the road network from a 2018 baseline of 269 incidents by 2031.

OUTCOME 3

A parking system that caters to the needs of residents, freight delivery, visitors and workers.

Objective

- 🎯 Effectively manage parking to achieve a maximum 85% peak occupancy for time limited parking by 2031.





OUTCOME 1

A transport network where sustainable transport options are the preferred choice for people.

Objectives

- ❖ Increase the active transport mode share to 35% by 2031, from a 26% baseline.
- ❖ Reduce the proportion of private vehicle trips from the 2018-19 baseline of 58% to 45% by 2031.
- ❖ Achieve an ownership rate of over 5,000 electric or hybrid vehicles by 2031.



STRATEGIC APPROACH

- 1.1 Update the 2015 Bicycle Route Construction Priority List and develop an Active Transport Plan for the LGA by 2023.
- 1.2 Provide an additional 30km of safe cycling routes by 2031, prioritising fully separated bicycle lanes where possible, in locations informed by our Bicycle Route Construction Priority plan and the TfNSW Principal Bicycle Network plan.
- 1.3 Develop a Green Grid strategy to improve pedestrian amenity by 2024.
- 1.4 Deliver a network of walking paths by 2031 informed by the Green Grid strategy and Active Transport Plan.
- 1.5 Implement measures to increase safety for people riding bikes or walking in 5 locations each year until 2031, with priority given to identified crash sites.
- 1.6 Investigate options to improve accessibility through large blocks and/or large developments, so as to enhance and strengthen our walking and bike riding networks, by 2027.
- 1.7 Work with Collaboration Area Partners and developers to encourage sustainable transport options for residents, workers, students and visitors, including the provision of end of trip facilities (lockers and showers) by 2023.
- 1.8 Provide 200 new bicycle parking spaces across our beaches, local centres and key destinations across the LGA by 2027.
- 1.9 Develop and maintain an active transport wayfinding plan for the LGA by 2025.
- 1.10 Explore opportunities to introduce on-demand public transport in areas underserved by public transport by 2023.
- 1.11 Work with Transport for NSW to improve public transport service frequency and capacity by 2027.
- 1.12 Work with Transport for NSW to address identified gaps in the public transport network (most notably in the south), by providing a public transport stop within 400m of all residential dwellings by 2029.
- 1.13 Advocate for east-west transport links and works towards delivering the 30 minute city by 2031.
- 1.14 Work with Transport for NSW, bus operators and neighbouring Councils enable implementation of the proposed rapid bus links identified in the South East Sydney Transport Strategy and Future Transport 2056.
- 1.15 Develop a program of works by 2023 to improve accessibility and amenity at public transport stops such as pedestrian crossings, lighting, shelter, and wayfinding signage, to improve overall customer experience of public transport.
- 1.16 Participate in on-going conversations with TfNSW regarding mass transit solutions and their impacts on the LGA in order to facilitate community knowledge and participation in the process.
- 1.17 Require the provision of electric vehicle and electric bicycle charging stations in new residential and commercial buildings, and investigate the feasibility of providing subsidies to encourage installation of charging stations in existing residential and commercial buildings by 2025.
- 1.18 Provide 5 new publicly accessible electric vehicle charging stations per year until 2031.



OUTCOME 2

A safe, efficient and sustainable road network that balances the needs of movement and place to ensure roads are used for their intended purpose.

Objective

- 🎯 **Achieve a 50% reduction in casualties on the road network from a 2018 baseline of 269 incidents by 2031.**



STRATEGIC APPROACH

- 2.1** Develop a Transport Mode Hierarchy by 2022 to guide strategic decisions about road user priority based upon a movement and place framework.
- 2.2** Develop 'Principles for Road Space Allocation' based on a Transport Mode Hierarchy and the future Movement and Place framework in the South East Sydney Transport Strategy by 2027.
- 2.3** Apply the Principles for Road Space Allocation in 100% of local centre upgrade plans, by 2031.
- 2.4** Investigate opportunities to consolidate freight movements and improve the efficiency of the road network by reviewing freight routes and identifying locations for freight consolidation centres that serve major land uses such as the Randwick Collaboration Area by 2025.
- 2.5** Work with Transport for NSW to achieve the target of zero fatalities and serious injuries by 2056, under the Safe System approach.
- 2.6** "Using NSW Centre for Road Safety crash data, community feedback, and knowledge of emerging trends in community road safety, deliver at least 4 programs per year to target areas in need of specific behaviour change to improve road safety."
- 2.7** Work with TfNSW to review speed limits (differentiating between town centres and residential areas) in 2 identified areas each year until 2031.
- 2.8** Identify the key pinch point locations within the road network and work with TfNSW to identify improvement measures by 2031.
- 2.9** Collaborate with councils, State Government Agencies and industry to understand emerging transport modes and technologies by 2031.

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OUTCOME 3

A parking system that caters to the needs of residents, freight delivery, visitors and workers.

Objective

✦ **Effectively manage parking to achieve a maximum 85% peak occupancy for time limited parking by 2031.**



STRATEGIC APPROACH

- 3.1** Work with car share providers to support an average annual increase of 30 car share parking spaces, from a 2021 baseline of 119, to provide an alternative option to private vehicle ownership by 2031.
- 3.2** Develop and implement a set of principles to guide parking management and the resident parking scheme within and near to our town centres and coastal areas, informed by community feedback, and the adopted Transport Hierarchy by 2025.
- 3.3** Review kerbside usage in each of our town and local centres and apply the principles for parking management to inform provision of space for all types of delivery vehicles and pick-up/drop-off of passengers from shared and private vehicles, by 2031.
- 3.4** Investigate emerging parking / guidance systems and implement solutions to balance accessibility and turnover, and reduce congestion and emissions from circulating vehicles by 2029.
- 3.5** Work with Collaboration Area Partners to improve parking management, with the aim of reducing private vehicle trips, in the Randwick Strategic Centre by 2023.
- 3.6** Review DCP car parking requirements, particularly in areas with regular public transport services by 2023.

