

**Response to submissions on draft *Willoughby Integrated Transport Strategy (ITS) 2036***

This document presents a summary of submissions made on the draft *Willoughby ITS 2036* and Council’s response. It is divided into two parts:

**Part 1 - Summary of key points raised by individual submissions including ‘Have Your Say’ comments** (below)

**Part 2 - Summary of key points from specific agencies and other key stakeholders** (pg. 16)

Changes which have been made to both the main document and Appendix Table of Actions are **highlighted in yellow**.

**Part 1 – Summary of key points raised by individual submissions including ‘Have Your Say’ comments**

This section has been grouped under the following themes:

- a) Walking/Pedestrians
- b) Cycling
- c) Public transport – Routes (coverage, frequency etc.)
- d) Public transport – Infrastructure and other
- e) Road network, parking and congestion
- f) Other
- g) The document generally

<b>a) Walking/Pedestrians</b>	<b>Mentions</b>	<b>Council response</b>
<p>1. The quality, safety and useability of footpaths and pedestrian infrastructure should be improved (e.g. with lighting, repairs, upgrades). Some examples include:</p> <ul style="list-style-type: none"> <li>- The pedestrian underpass under the railway line at Artarmon</li> <li>- Removing obstructions (e.g. telecommunications pits) which especially impact older people and those in wheelchairs or mobility scooters.</li> <li>- Connectivity between the east and west side of the Pacific Hwy at Chatswood (e.g. replacing the existing footbridge over the Highway between Victoria Ave and Thomas St and making it wider and more</li> </ul>	5	<p>Actions 6-10 under the ‘Walking and Cycling’ Focus Area define various initiatives related to improving footpaths and pedestrian improvements. Upgrading the tunnel/underpass under the railway line at Artarmon is something that Council is investigating and will need further liaison with Sydney Trains. Individual locations with obstructions can be addressed on a case-by-case basis by Council’s asset management team. Replacing or upgrading the footbridge will require further</p>

accessible).		liaison with Transport for NSW (TfNSW)
2. Need to have more focus on accessibility by the elderly and those with mobility impairments.	3	Council's Access Committee also provided comments on this issue. The ITS Strategic Direction relating to the 'Connected and Inclusive' Outcome of the CSP <b>has been reworded to make universal accessibility a goal.</b>
3. Pedestrians (and cyclists) should be the number one priority to promote a sustainable transport system.	2	The revised ITS Strategic Direction relating to the 'Green' Outcome of the CSP recognises this <b>and has been reworded to give greater emphasis to promoting walking and cycling.</b>
4. Local centres should be more pleasant walking environments, especially Chatswood CBD and local centres like Artarmon.	2	Council has recognised this through its various strategic planning documents e.g. the LSPS, <i>Willoughby Local Centres Strategy</i> and <i>Chatswood CBD Planning and Urban Design Strategy</i> . The ITS Strategic Direction relating to the 'Liveable' Outcome of the CSP <b>has been reworded to make this a key theme.</b> Actions 29-31 related to the 'Vibrant and liveable places' Focus Area recognise this.
5. Scramble crossings and countdown timers should be installed at key points in Chatswood CBD. Countdown timers should be installed at all traffic lights within the LGA.	2	Action 9 includes this goal for the broader Willoughby LGA. This is something being considered by Council's Traffic and Transport Unit but will need the concurrence of TfNSW on a case-by-case basis.
6. There seems to be a focus on cycling but pedestrians should be prioritised because almost everyone is a pedestrian, not everyone is a cyclist, especially older age groups.	2	Actions 6-10 under the 'Walking and cycling' Focus Area recognise this. The ITS Strategic Direction relating to the 'Green' Outcome of the CSP <b>has also been reworded to recognise this.</b>
7. Cars should be excluded more from Chatswood CBD - only allowing delivery/loading vehicles at specific times - to improve safety and amenity for pedestrians	1	Given the impacts such road closures would have on traffic flow and access, this is something which would require

and cyclists and make it more vibrant.		further investigation. Note that Action 39 relating to the key priority actions from the <i>Chatswood CBD Traffic Study (2012)</i> include a number of measures designed to make the Chatswood CBD more attractive from a pedestrian perspective.
8. Footpath dining encroaches on footpath space and accessibility in some locations.	1	Noted – Council’s existing <i>Footway Restaurant Policy</i> provides food businesses with guidelines and requirements for footpath dining in order to minimise conflicts with pedestrians on footpaths.
9. There should be better pedestrian signage / wayfinding, particularly in the CBDs and local centres and to bush trails and recreational facilities.	1	Noted – Action 4 includes the goal of “Installation of signage across the city to encourage active transport routes throughout the LGA.”
10. There should be a Pedestrian Access and Mobility Plan (PAMP) for the LGA.	1	Agreed – Council has a draft PAMP Route Audit which was completed in June 2019 which identified various improvements that can be made around the LGA. This will form the basis of an LGA-wide PAMP.

<b>b) Cycling</b>	<b>Mentions</b>	<b>Council response</b>
<p>1. There should be more dedicated cycling infrastructure. This includes:</p> <ul style="list-style-type: none"> <li>- Bike lanes</li> <li>- Shared paths</li> <li>- Especially dedicated/separated bike paths</li> <li>- Advanced stop bike boxes at intersections</li> <li>- Dutch-style protected intersections / roundabouts</li> <li>- Bicycle parking at stations and other key destinations</li> </ul> <p>Several mentions that bike lanes next to parked cars are dangerous (door zone) and should not be considered safe infrastructure. A key priority should be to create ‘safe’ cycling infrastructure.</p>	8	Actions 5-6 and 10-16 under the ‘Walking and Cycling’ Focus Area recognise the need for more dedicated and safe cycling infrastructure. Council’s <i>Willoughby Bike Plan 2017</i> defines the various routes proposed. This design-and-build process is constantly ongoing and evolving. The ITS Strategic Direction related to the ‘Green’ Outcome of the CSP has been reworded to provide greater emphasis on promoting walking and cycling.
2. Many mentions of specific points in the LGA that should have new and/or improved	6	These specific locations identified will need to be

<p>cycling infrastructure such as:</p> <ul style="list-style-type: none"> <li>- To, from and through the Chatswood CBD</li> <li>- Along Archer St, from the end of the shared path at the intersection of Boundary St / Archer St south to link up with the bike lane on Ashley St</li> <li>- Beside and across the Gore Hill / Warringah Freeways.</li> <li>- Along Eastern Valley Way, between Smith St and Boundary St</li> <li>- Along Sydney St, Willoughby, especially at its intersection with Mowbray Rd</li> </ul>		<p>considered in light of Council's <i>Bike Plan</i>. Addressing these individually is beyond the scope of this document.</p>
<p>3. Facilities for cyclists (e.g. bike racks, end-of-trip facilities, secure bicycle parking/lockers, water fountains) at key transport nodes such as the train stations and in new developments should be promoted, as well as at other major destinations and just on streets generally.</p>	<p>4</p>	<p>As per Action 54, Council is currently in the process of revising Chapter C4 ('Transport Requirements for Development') of its DCP to increase the provision of bicycle parking and end-of-trip facilities in future developments.</p> <p><b>Action 15 has been reworded to be a broader goal about investigating further bicycle parking at key destinations, including working with Sydney Trains to investigate the provision of further bicycle parking and end-of-trip facilities at the three train stations in the LGA.</b></p>
<p>4. Two-way shared and/or cycle paths could replace parking on one side of most roads in the LGA. Shared paths could be incorporated onto existing nature strips on at least one side of the road by widening existing narrow (pedestrian) footpaths.</p>	<p>3</p>	<p>Such infrastructure can be considered in appropriate locations as per Council's <i>Bike Plan</i> but will need to be balanced with competing on-street parking needs and the desire to retain street trees.</p> <p>Widening footpaths to at least 1.8m is an articulated goal in Action 8 but only for pedestrians and those in wheelchairs or mobility scooters.</p>
<p>5. Council should lobby for cyclists to be able to use footpaths but with priority given to pedestrians and a maximum speed of 5km/h</p>	<p>1</p>	<p>Council is in the process of developing shared paths across the LGA. These allow both</p>

(other states and the ACT allow cycling on footpaths in low pedestrian areas).		pedestrians and cyclists to use the paths, with a maximum speed limit of 10km/h. Allowing adults to ride on footpaths more generally would require a change to the NSW Road Rules, which is the responsibility of TfNSW / NSW Government. The creation of more shared paths in appropriate locations in the interim is considered an appropriate response.
6. Bike lanes should be painted green (to increase visibility) and shaded where possible (to reduce urban heat island effect).	1	Austrroads guidelines relating to the design of cycling infrastructure allow for the painting of bike lanes green at potential conflict points (e.g. driveway crossings). This can be considered on a case-by-case basis. Street trees to provide shade are often incorporated as part of such new infrastructure and more generally under Council's <i>Street Tree Master Plan</i> .
7. E-bikes should be supported by installing solar-powered charging stations as their popularity is increasing dramatically.	1	Action 3 related to EV charging stations has been modified to also consider the possibility of such charging points being used for e-bike charging as well.
8. Council should lobby state government to allow for bike racks on buses.	1	This is covered in Action 16.
9. The term 'cyclist' rather than 'bicyclist' should be used to include those on three wheels, cargo style, cycles with trailers etc.	1	Agreed – Terminology has been updated to reflect this.
10. Shared paths should not be marked with lane lines.	1	Noted – Council is in the process of adopting a uniform design standard for shared paths (that does not include lane lines) with the aim of better communicating how these paths should be used, and that cyclists should share such paths with pedestrians on an equal basis.
11. Battery electric mobility devices (e.g. e-bikes, mobility scooters) should be permitted	1	Under NSW Road Rules, motorised wheelchairs must not

<p>to use on-street pedestrian, cycle and shared paths up to a speed of about 15km/h.</p>		<p>have the capacity to travel faster than 10km/h. Users of such devices are generally considered to be a pedestrian and thus must comply with the NSW Road Rules that apply to pedestrians. They are permitted to travel on footpaths, shared paths and nature strips but are not recommended to travel on bike lanes or bike paths.</p>
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<b>c) Public transport – Routes (coverage, frequency etc.)</b>	<b>Mentions</b>	<b>Council response</b>
<p>1. A review of STA bus routes across the LGA is needed to increase frequency and coverage, especially to/from Chatswood CBD and in off-peak periods (evenings and on weekends).</p> <p>Some specific bus route improvements mentioned include: The one bus service (533) along Mowbray Rd is unreliable and infrequent. The 255 service should also be extended both in frequency and coverage. The 340 route should have extended hours on Thurs-Sat evenings. The 144 and M20 routes should be extended / rerouted through the Artarmon industrial area to better serve this area and could replace the Artarmon Loop.</p>	8	<p>Actions 19-21 cover this point, noting the need to increase bus route coverage and frequency.</p> <p>Revising bus routes to better serve customer needs is something that Council can work on with TfNSW, Sydney Buses, Forest Coach Lines and The Loop operators. Whether the Artarmon Loop service should be replaced by general Sydney Buses services is something that Council can consider into the future.</p>
<p>2. The Loop services need to be more frequent and provide links to local shops and Chatswood CBD to/from suburbs, especially those with very narrow, hilly streets (e.g. Castle Cove, Middle Cove, Castlecrag) and older populations who are less likely to use on-demand options.</p>	3	<p>The bullet point in Action 19 (“implementation of smaller buses to service remote areas and streets with narrow access within the LGA”) covers this point.</p>
<p>3. (EV) Loop Bus services serving 1) Artarmon and St Leonards and 2) to/from Chatswood West via both Fullers Rd and Mowbray Rd would be a good idea.</p>	3	<p>Action 17 (relating to a trial of autonomous EV buses) and Action 19 cover this point.</p>
<p>4. Local connectivity around the LGA is more important to seniors and elderly residents than wanting to get to the Sydney CBD. Local bus services need to be prioritised to</p>	2	<p>The various bullet points under Action 19 recognise this point.</p>

minimise traffic in and around centres.		
5. If STA bus routes in area are to be privatised, what does that mean for services?	1	Further information and liaison with TfNSW / Sydney Buses will be required to determine whether this will eventuate and what the impacts for bus services will be on the Willoughby LGA.

<b>d) Public transport – Infrastructure and other</b>	<b>Mentions</b>	<b>Council response</b>
1. Bus lanes should be installed in key locations, but only when accompanied by an increase in service frequency.	2	Action 23 covers this point. Installation of bus lanes would require further study and the concurrence of TfNSW.
2. There should be better protection for passengers at bus stops (from rain, sun).	2	Action 18 covers this point.
3. There should be a multi-modal transport hub at Willoughby Park and then express buses to the city.	1	This is something which can be considered however the existing transport network already includes multi-modal hubs at the three train stations in the LGA.
4. There should be more dedicated bus bays so that buses do not block a traffic lane when stopping.	1	Action 22 covers this point.
5. There should be more commuter car parking with shuttle buses to stations.	1	This is something which would need to be further investigated. The various Actions under the 'An efficient parking' Focus Area cover this point.
6. Private businesses could sponsor buses to go to their own shops for example and promote public transport use rather than driving.	1	Noted – This is something which can be considered on a case-by-case basis with individual businesses that may warrant such a service (e.g. registered clubs or pubs).
7. Redevelop the Chatswood interchange to provide a better facility for bus services / bus passengers.	1	Noted – This is something that Council is investigating, in conjunction with Sydney Trains, Sydney Buses and TfNSW and is mentioned in Action 39.

<b>e) Road network, parking and congestion</b>	<b>Mentions</b>	<b>Council response</b>
1. Many mentions of specific locations to	7	These are all noted however

<p>improve traffic flow / congestion. (E.g. the intersection of Mowbray Rd / Pacific Hwy, especially westbound from Mowbray Rd in the afternoon peak).</p> <p>More needs to be done to lobby the state government to address road congestion issues.</p>		<p>articulating a specific Action in response to all of these locations is beyond the scope of this document.</p> <p>Specific road network improvements can be evaluated within the process of Council's Traffic Committee and TfNSW.</p>
<p>2. Parking is difficult in many locations but especially local centres.</p>	3	<p>Noted – Actions 41-45 relating to the 'An efficient parking network' Focus Area aim to more efficiently manage parking demand across the LGA in order to ease parking pressures.</p>
<p>3. If you want to be serious about a sustainable future then supporting pedestrians and cyclists should be the number one focus - extra parking spots for cars should not even be considered.</p>	2	<p>Noted – The various Actions relating to the 'Walking and cycling' Focus Area recognise this. Council's existing <i>Street Parking Strategy</i> defines the overarching framework for managing on-street parking in the LGA. Furthermore, it is recognised that walking, cycling and public transport links need to be improved to create a more sustainable transport system.</p>
<p>4. Lower speed limits are needed in areas with large volumes of pedestrians e.g. local centres and shopping strips.</p>	2	<p>Noted – These are continually being considered and evaluated by Council's Traffic and Transport Unit for various locations around the LGA.</p>
<p>5. Increasing population will increase congestion and environmental impacts.</p>	2	<p>The aim of this strategy is to better manage the impacts of population growth in the LGA to avoid increased congestion and environmental impacts.</p>
<p>6. The major infrastructure projects of the Western Harbour Tunnel and Beaches Link need to be acknowledged due to the impact they will have on traffic flow in the area.</p>	2	<p>Noted – Council has already highlighted the potential impacts of these projects in separate submissions to Transport for NSW, but a new Action 40 has been inserted to explicitly acknowledge these projects and the need to work with TfNSW to address the various community</p>



		concerns with these projects.
7. The inequity of closing some streets to through-traffic and not others.	1	Noted – Individual street closures are considered on a case-by-case basis by Council's Traffic Committee after considered investigation and study.
8. Should encourage shoppers to visit Chatswood on less busy days (i.e. weekdays).	1	Noted – This can be done in conjunction with local businesses, especially the two major shopping centres (Westfield and Chatswood Chase).
9. Council should ban boat trailers being parked on public streets.	1	Noted – This is something that can be considered by Council's Traffic Committee.
10. The Actions do not come to grips sufficiently with traffic hotspots e.g. Eastern Valley Way/Smith St, High St/Victoria Ave, Victoria Ave/Penshurst St.	1	Actions 36-40 relating to the 'An efficient road network' Focus Area aim to address these congestion hotspots.
11. The reduction of parking provisions for new residential developments is actually beneficial for the developer as they no longer have to provide parking spaces and thus can maximise the number of units in the development. The outcome is that residents just park their cars on the street, creating more congestion. The idea to reduce car parking provision for new residential development within 200m of train stations does not take into consideration the ongoing consumer desire to own a car.	1	Lowering car parking provision for new residential developments close to train stations has the overall intention of promoting transit-oriented development (TOD), minimising further traffic generation in already congested areas, reducing car dependency and to better reflect evolving attitudes and trends related to car ownership. According to statistics from the 2016 ABS Census, 13.9% of households in Willoughby LGA do not own a car. The figures for the suburbs with railway stations - St Leonards, Chatswood and Artarmon – are 38.8%, 21.8% and 14.8% respectively. These statistics demonstrate that there are already a significant number of households who do not own a car.  Nevertheless, given revised car parking rates require further investigation and ultimately endorsement by the elected

		Council, Action 54 has been modified to more general wording to account for the possibility of different final rates.
12. Need to recognise that commuting by car to the shopping centres (especially in Chatswood CBD) is still essential for most people, due to the need to carry your shopping home, which is harder on public transport, bike or on foot.	1	Noted – Chatswood CBD already has an ample supply of public car parking to cater for this need. Car parking at local centres is something that needs constant review.
13. Need to understand and plan for different times of day, days of the week and especially weekends.	1	Noted – This is part of the Actions under the ‘An efficient road network’ Focus Area.
14. Major redevelopments such as at Chatswood Public and High Schools need to be addressed re congestion.	1	Noted – Traffic and car parking impacts of these developments will need to be addressed as part of the development approval process.
15. Council should further support and encourage car sharing in future transport initiatives and set targets for adoption to grow its use in line with increasing demand.	1	Agreed – Action 37 has been revised to include setting a target for car sharing as part of the proposed report under this Action.
16. Council should review its DCP so that units with no parking should provide a storage unit on title for the apartment, which would enable residents to store things such as bicycles.	1	Noted – This is something which is currently being considered in the review of Council’s Chapter C4 of Willoughby DCP – see Action 54.

<b>f) Other</b>	<b>Mentions</b>	<b>Council response</b>
1. The current level of growth needs review. The transport system should keep pace with the level of growth rather than be an instigator of growth. Council needs to recognise the overall problem of over-population. We need less growth in population and more growth in bushland, native corridors and open space. Need to do more to minimise negative effects on the environment.	3	Population and jobs growth are related to the NSW Government’s <i>Metropolis of Three Cities and North District Plan</i> , which identifies targets which LGAs must meet to cater for the state’s growing population. This growth is beyond Council’s control and as such is something that must be managed in the context of transport and mobility through this ITS. The alignment of the ITS Strategic Directions of this

		strategy with that of Council's CSP (in particular the 'Green' and 'Liveable' Outcomes) is a recognition of these goals.
2. What does 'smart city technology' actually mean, especially for older residents? Need to recognise that some residents, especially the elderly, may not want or be able to use on-demand services, ridesharing or autonomous vehicles, which would require internet use and/or a smartphone.	3	<p>Council recognises that the transport network needs to meet the needs of an ageing population and be accessible to all. The wording of the ITS Strategic Direction related to the 'Connected and Inclusive' Outcome of the CSP <b>has been reworded to recognise this "A transport that... is accessible to all"</b>.</p> <p>Furthermore, through the various Actions related to the 'Public transport and connectivity' and 'Accessibility' Focus Areas, Council continues to place an emphasis on 'traditional' public transport e.g. scheduled bus services (both Sydney Buses and Council's Loop services) and community transport. This is to ensure that transport remains accessible to those who may not want or be able to use transport services which require the use of the internet and/or a smartphone.</p>
3. Need more actions to support rideshare services (e.g. more dedicated rideshare/taxi spaces in the Chatswood CBD), more focus of an Uber-style technology interface for community transport services that serve major transport hubs and extend into residential areas.	3	<p>This is something that can be further investigated. Action 41 includes a point relating to providing an appropriate level of taxi and rideshare spaces in the Chatswood CBD. Further dedicated rideshare/taxi spaces in the Chatswood CBD and elsewhere can be considered on a case-by-case basis by Council's Traffic Committee.</p>
4. The transport initiatives and Actions need to link up with the place-based/urban design initiatives and support revitalisation and redevelopment of local centres such as Artarmon and Willoughby South.	3	<p>Noted – It has been recognised under the various Actions related to the 'Vibrant and liveable places' Focus Area that this needs to indeed be done and</p>

		that transport cannot and should not be treated in isolation to these other factors/elements.
5. Promoting electric vehicle (EV) infrastructure should be a goal, especially given the affluence of the area, and Council should focus more on how it can promote its uptake e.g. solar-powered charging stations/high-speed charging systems at designated parking locations e.g. car parks in Chatswood CBD.	3	Actions 1-3 relate to supporting and promoting greater EV vehicle use and related infrastructure by both Council itself and more broadly among residents.
6. Need to support car-share services however some GoGet spaces have been removed which is counter to this.	2	Action 37 relates to the investigation and preparation of a report on the benefits of car share participation and carpooling. This would serve to better understand demand for these services. Individual car share spaces are reviewed by Council's Traffic and Transport section.
7. Autonomous vehicles (AVs) are too far away and should not be a short-term goal; more immediate concerns should be addressed first and the Actions should be more practicable and implementable.	2	Noted – <b>The only short-term action relating to AVs is Action 17 related to a trial of autonomous buses however this can be changed to a 'medium' term Action.</b> Given the time horizon of this plan (to 2036), some consideration of AVs is considered appropriate.
8. Council and the state government can lead the way and put in place infrastructure that will then show people how good integrated/sustainable transport can be. "Build it and they will come" is more productive than responding to customers' needs as many people find it hard to imagine life without their car for example.	2	This is indeed true and is why many Actions are proposed which will do just this e.g. building more dedicated, separated cycling infrastructure to encourage cycling.
9. There is little coverage of goods transport options and initiatives, but effective and efficient goods freight transport (including parking) will be an important part of any transport strategy.	1	<b>Agreed – A new bullet point under Action 41 has been included to address this issue.</b>
10. The document needs to take into account the lessons learned from the COVID-19 experience - transport solutions need to be readily adaptable to changing	1	<b>New wording related to the concept of resilience of the transport system to shocks like pandemics has been included in</b>

circumstances.		the main document.
11. The green/red lights in car parks are useful and other technology e.g. drones is an exciting development.	1	Noted – Increasing the number of parking spaces and car parks with electronic parking guidance is an example of measuring our achievement of the Actions relating to the ‘Smart technology’ Focus Area.
12. Council should advocate for a return to a decentralisation policy, as opposed to the centralisation policy as articulated in the <i>Metropolis of Three Cities</i> plan and the ‘30-minute city’ idea, as decentralisation required less transport infrastructure.	1	The centralisation policy and ‘30-Minute City’ idea will focus development on existing centres and will utilise existing transport infrastructure and networks, requiring less infrastructure than decentralisation.
13. Council should publish all transport lobbying proposals online for comment before publishing final lobbying letter that will be sent to our state and federal governments and their agencies.	1	Noted – This is something that can be decided upon on a case-by-case basis.
14. Council should obtain and publish information on start and end points of journeys made by Willoughby residents, workers and visitors. TfNSW has said it utilizes such data.	1	This is data which Council can consider obtaining in future.
15. The strategy attempts to take a customer-centric view of transport. But without identifying the full transport system and the customers of the various modes, it is not a well-informed strategy.	1	The strategy has identified the various components of the transport system and different types of customers (e.g. on pages 9, 12-13 and 19).
16. Council should consider removing some parts of conservation areas near highly accessible land near the railway line to allow for urban renewal of the area – and encourage more transit-oriented development in these areas.	1	Noted – This is something which is not actively being considered by Council at present.
17. Council could make improvements to the transport-based public domain including the creation of more public art in laneways and on the overhead pedestrian bridges around the Chatswood CBD.	1	Noted – This is something which Council has been investigating.

<b>g) The document generally</b>	<b>Mentions</b>	<b>Council response</b>
1. Net-zero emissions and addressing climate change should be a leading idea.	4	Noted – Council has passed a motion declaring a climate

With population growth, most of these plans will have little effect on reducing emissions.		emergency and currently has the goal of being carbon neutral by 2050. One of the main intentions of the ITS is to create a more sustainable transport system. To this end, the ITS Strategic Direction relating to the 'Green' Outcome of the CSP defines sustainability as an overarching idea underpinning the strategy. In promoting active and public transport use, it is intended to reduce emissions, even with population growth.
2. The Table of Actions is a good thing to have specific goals articulated.	3	Noted.
3. It is too complicated, verbose and cannot be absorbed in a clearly understood and concise way.	2	Noted – It is considered that the document provides a good level of detail to both describe the overall intentions of the document and articulate clearly-defined goals. The length is consistent with integrated transport strategies from other Sydney LGAs.
4. It provides a good framework for moving ahead with the various Action Plans listed but the actual strategy is at a very high level.	2	As noted above, the document serves to both explain the intentions of the strategy in a high-level, theoretical way, but also to then translate this to specific Actions.
5. All good ideals, but how are you going to implement them? How will you measure success (or failure) in achieving the goals identified?	2	The Table of Actions lists specific measures Council will take in the short, medium and long term to implement the vision of the strategy. The column "Examples of ways we will measure" on page 29 gives specific examples of ways we will measure our achievement of the various Actions. However every Action has its own way of being measured.
6. Council should align its transport plans with that of neighbouring councils (both in terms of broad goals but also specific things like linking up cycling routes and promoting	2	Council referred the draft ITS to all neighbouring councils and received submissions from several of them.

<p>improved regional public transport such as a B-Line service between Dee Why and Chatswood).</p> <p>A better strategy would be one combined with other North Shore councils.</p>		<p>Every Council needs its own standalone ITS. Most other Northern Sydney Regional Organisation of Councils (NSROC) councils have their own strategy and as such, Willoughby would be no different in adopting this strategy. Council already works with neighbouring councils to achieve the implementation of regional transport links, including via the draft <i>Northern Sydney Transport Infrastructure Strategy</i>.</p>
<p>7. Some sections can be significantly shortened and the future scenarios provided at the start of each section could be dispensed with entirely.</p>	1	<p>It is considered that the future scenarios at the start of each section are useful as they foreshadow the successful implementation of the strategies, and give an idea of the transport future Council aims to achieve.</p>
<p>8. Goals should be consistent with state government strategies to the extent that these strategies adequately reflect and meets local and community needs.</p>	1	<p>Noted – Council has created this strategy in light of various NSW Government strategic planning documents, including <i>Future Transport 2056</i> and the <i>North District Plan</i>.</p>
<p>9. Short, medium and long term goals should be defined (e.g. &lt;5 years, 5-10 years, 10-15 years respectively).</p>	1	<p>Defining the Actions as short, medium and long term provides a general idea of the timeframe to implement them, noting that this will very much depend on Council's delivery and operational plans and being so specific in terms of years is generally not possible, especially for unfunded Actions. It is worth noting that other Council documents such as the LSPS also use these more general terms.</p>
<p>10. The strategy seems reasonable in its aims and objectives. However, its implementation is at cross purposes to Council's actions. Council keeps making decisions that run counter to the strategy. The strategy should be consistent with other</p>	1	<p>Noted – Council through its CSP, LSPS and other strategic documents aims to be on the same page in terms of direction. The purpose of this document is to set the overarching strategy,</p>

<p>Council strategies such as the <i>LSPS</i>, <i>Chatswood CBD Strategy</i> and the <i>Local Centres Strategy</i>.</p>	<p>as well as specific Actions relating to transport to be achieved across all sections of Council into the future. The document has been created to align with these other strategies.</p>
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**Part 2 - Summary of key points from specific agencies and other key stakeholders**

<b>Submission</b>	<b>Council response</b>
<p><b>Transport for NSW – Mark Ozinga</b></p> <ol style="list-style-type: none"> <li>1. Stated that the draft ITS is generally in line with <i>Future Transport 2056 (FT 2056)</i>, making reference to the ‘Movement and Place Framework’ and ‘30-Minute City’ concept in particular.</li> <li>2. Council may wish to further elaborate on the future transport planning direction of St Leonards, given its importance as a strategic centre.</li> <li>3. Notes that various future council initiatives relating to bus services have been proposed. Acknowledges that Chatswood’s role as a bus interchange will continue to grow in line with future growth of the bus (and rail) network, including strategic corridors such as Chatswood to Dee Why. Highlights that an investigation of improved bus services between the Northern Beaches and Chatswood is outlined in <i>FT 2056</i>. Notes that consideration needs to be given as to appropriate provision of bus priority and provision of appropriate infrastructure to support strategic bus routes. There may also be opportunity to improve bus access and other operational provisions for buses and bus customers through Willoughby and at Chatswood interchange, on both sides of the rail line.</li> <li>4. Notes that the draft ITS recognises</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted.</li> <li>2. Additional emphasis has been given to St Leonards by using the term ‘CBDs’ (plural) to refer to both the Chatswood and St Leonards CBDs or St Leonard’s role as a strategic centre.</li> <li>3. Noted – Improving the operation and quality of infrastructure throughout the Willoughby LGA and Chatswood CBD specifically is something that is an ongoing process. Action 21 talks about the need for Council to work with TfNSW to identify and implement improvements and upgrades to the Chatswood and St Leonards interchanges.</li> <li>4. Noted – Council does indeed recognise</li> </ol>



<p>that the provision of additional road space is impractical due principally to the cost of land acquisition. Instead, the key focus is recognised to be investigations to improvements to bus routes and servicing, active transport, review of on-street and off-street parking numbers and associated pricing, as well as long term potential technology changes.</p> <ol style="list-style-type: none"> <li>5. Council's recognition of the need for mode shift is acknowledged. Measures (including parking policy) to encourage public and active transport are supported.</li> <li>6. Council may wish to adjust the language of 'active transport' where appropriate. The actual activities of 'walking' and 'cycling' may resonate more with the community.</li> </ol>	<p>this fact and additional wording has been inserted under the 'An efficient road network' Focus Area to further highlight this fact and the need to take a more holistic approach to the transport system, including employing various strategies incorporating the principles of travel demand management (TDM).</p> <ol style="list-style-type: none"> <li>5. Noted – This is acknowledged through the 'Green' ITS Strategic Direction in particular.</li> <li>6. A definition of 'active transport' has been added to the list of Key terms at the beginning of the document to clarify this. However the terms 'walking' and 'cycling' have been used extensively throughout the document.</li> </ol>
<p><b>GoGet – Christopher Vanneste</b> Provided several recommendations:</p> <ol style="list-style-type: none"> <li>1. Recognition of Councils existing success with carshare across each of the five strategies existing initiatives.</li> <li>2. Development of additional future initiatives for the implementation of carshare across each of the five strategies.</li> <li>3. Implement measures to ensure carshare vehicles are not disadvantaged from private cars, though fees.</li> <li>4. Introduce an action to update Willoughby's carshare policy to include target for carshare.</li> <li>5. Adopt an accessibility target for carshare members that responds to membership adoption.</li> <li>6. Improve and update existing Council strategies for the provision of carshare in new developments, placemaking activities, and road safety initiatives.</li> <li>7. Consider existing technologies and services that reduce the underlying</li> </ol>	<ol style="list-style-type: none"> <li>1. Several 'Current' and 'Future Council initiatives' already relate to car sharing and recognise this.</li> <li>2. This will be part of Action 37 ("Investigate and prepare a report on the benefits of car share participation and carpooling").</li> <li>3. This can be decided upon as part of the proposed report into car sharing as per Action 37.</li> <li>4. This has been incorporated into a revised Action 37.</li> <li>5. This has been incorporated into a revised Action 37.</li> <li>6. This would form part of the review of Chapter C4 of Council's DCP.</li> <li>7. Noted. This is the overall intention of employing a TDM approach to transport</li> </ol>

<p>demand for parking and road space.</p> <p>8. Ensure that car share members needs are considered across future transport initiatives.</p>	<p>across the LGA more broadly.</p> <p>8. Noted – This can be incorporated into the report proposed under Action 37.</p>
<p><b>Willoughby South Progress Association (WSPA) – Linda Tully</b></p> <p>1. WSPA requests Council to provide clarification of how Willoughby Rd is considered in relation to the Movement and Place Framework table provided by the State Government Transport Department. It is a heavily trafficked section of road and as such, has a negative impact on any attempt to create a vibrant, well-utilised local centre and a healthy built environment.</p> <p>2. As noted in the Council’s LSPS and the Local Centres and Housing Strategies, a key focus is on revitalizing local centres with the aim of developing a 30-minute city plan as envisaged by the Greater Sydney Commission as well as planning for increased housing density in areas close to frequent public transport. It is very important that consideration of this busy section of Willoughby Road is factored into future planning of Willoughby South Local Centre. It should lead to better planning outcomes for pedestrian amenity (taking the focus away from Willoughby Rd and onto the laneways) and enable better planning for future parking facilities if Willoughby Rd was to ever lose its parking bays.</p> <p>3. WSPA would welcome a focus on the Willoughby South area in more detail to identify existing issues and, if any opportunities exist now to improve transport options.</p> <p>4. We believe it important that Council also considers the topography of Willoughby South in future transport planning. The hilly surrounds impact</p>	<p>1. This is something that can be done as part of the proposed Movement and Place Local Area Plans as articulated in Action 31.</p> <p>2. Noted – As mentioned, this is something that has already been recognised as part of Council’s process in creating the LSPS and Local Centres Strategy. Action 31 states the desire to develop both Movement and Place Local Area Plans for all local town centres, as well as Vibrant Street Corridor Plans for roads including Willoughby Rd.</p> <p>3. Noted – This has already been covered by Action 31.</p> <p>4. This is acknowledged. Sufficient car parking has long been an issue for most local centres. However by taking a more holistic view of the overall mobility system</p>

<p>on walking and biking as modes, particularly for the elderly, so sufficient parking opportunities at Willoughby South Local Centre is important to ensure the viability of the businesses.</p>	<p>and improving walking and cycling for those who are able to use these modes, this will ultimately have benefits for motorists too by replacing more local trips by car with those by foot or bike, thus lessening overall competition and demand for car parking.</p>
<p><b>Artarmon Progress Association – Georgina Roussac</b></p> <ol style="list-style-type: none"> <li>1. An ‘asset maintenance aspect’ is missing – there should be initiatives in place to maintain existing assets.</li> <li>2. Plans or policies should be shared with the community for comment before implementation.</li> <li>3. Question about ‘additional funding required’ note next to lobbying actions and whether this is associated with the lobbying or the potential projects that may flow from these actions.</li> <li>4. Solar power generation should not just be for EV charging stations but for broader uses.</li> <li>5. Re the creation of a transport resilience plan – States that resilience should be a feature of all Council services, not a separate plan.</li> <li>6. Cost recovery should be sought for electric vehicle charging stations.</li> <li>7. Advocates for improved state bus infrastructure and services, with specific suggestions including related to The Loop bus service, rerouting Sydney Buses route 144 and extending Sydney Buses route M20. Notes The Loop is expensive for Council to operate and would not be necessary if the aforementioned</li> </ol>	<ol style="list-style-type: none"> <li>1. This is a given. Council continually maintains transport assets (footpaths, cycle ways, roads etc.) as part of its capital works programs. The Table of Actions lists new and additional initiatives outside of this usual asset maintenance program.</li> <li>2. Individual plans or policies will be shared with the community for comment and feedback as per Council’s <i>Community Engagement Policy</i>.</li> <li>3. This would be related to potential projects that may flow from this action, not lobbying itself.</li> <li>4. This is something that the Council would have to agree to in principle on a case-by-case basis but such a decision is beyond the scope of the transport focus of these Actions.</li> <li>5. Agreed – Council is in the process of creating a draft <i>Resilient Willoughby Plan</i> which will articulate Council’s goals on resilience across a variety of areas. <b>Therefore this Action can be deleted as the general ideas and principles of resilience in relation to transport have been incorporated into the ITS, particularly under ITS Strategic Directions 1 (Green), 2(Connected and Inclusive) and 3 (Liveable).</b> Further detail on this can be incorporated into future revisions of the ITS, dependent on the final format and goals identified in the <i>Resilient Willoughby Plan</i>.</li> <li>6. This is something that the elected Council would have to decide on.</li> <li>7. Noted – This is something that has also been noted by other individual submissions. Specific improvements or reviews to bus services can be reviewed with Sydney Buses, Forest Coach Lines and The Loop operators on an ongoing basis. This is</li> </ol>

<p>changes were made.</p> <p>8. There should be adequate drop-off spaces for taxis and rideshares in the CBDs and town centres.</p> <p>9. Does not support EVW bus lanes during peak hour due to traffic impacts.</p> <p>10. Supports works in the CBD including closing streets to vehicles, increasing taxi zones and creating bus lanes.</p> <p>11. Further information required on Chatswood CBD orbital roads</p> <p>12. Supports allowing the right-turn movement from Mowbray Rd into Pacific Hwy (southbound) to avoid rat-runs through Artarmon.</p> <p>13. Public parking spaces for the less able should not be governed by a stand-alone policy.</p> <p>14. Further explain 'movement and place' plans</p> <p>15. Further explain MaaS trial</p> <p>16. Support trial of autonomous buses</p> <p>17. Underpass from Wilkes Ave to Artarmon station is not DDA-compliant. Suggests Council work with TfNSW to create/regrade the footpath/ramp to be compliant.</p> <p>18. All Artarmon Loop bus stops should be accessible to those in wheelchairs.</p> <p>19. Artarmon station should be treated as a 'place' like the Sydney Metro stations and end-of-trip facilities for cyclists should be improved.</p> <p>20. Include toilets as a priority facility</p> <p>21. Footpath widths should be suitable</p>	<p>covered by Actions 19 and 20. Whether the Artarmon Loop service should be replaced by general Sydney Buses services is something that Council can consider into the future.</p> <p>8. Agreed – This is covered by Action 41. The location and number of such spaces is something that will have to be decided by the Traffic Committee.</p> <p>9. The wording of this Action 23 has been changed to 'investigate the provision of... bus lanes on EVW'. In any case, it is an issue which would need the concurrence of TfNSW. The proposed Beaches Link tunnel will also influence this initiative, given it is forecast that traffic on EVW will fall by approximately 35%, should the tunnel be built.</p> <p>10. Noted – This is covered by Action 41.</p> <p>11. Noted – This is an ongoing process within Council and such information can be provided as a result of future transport and traffic studies relating to the CBD.</p> <p>12. Noted – This is something which would require further investigation and the concurrence of TfNSW.</p> <p>13. Noted – This is something which the Traffic and Transport Unit can decide upon.</p> <p>14. This will be provided in due course.</p> <p>15. This will be provided in due course.</p> <p>16. Noted</p> <p>17. Noted – This is an ongoing process and requires further investigation and liaising with Sydney Trains and TfNSW.</p> <p>18. Noted – This is something which can be investigated.</p> <p>19. Agreed – Council's Local Centres Strategies identifies Artarmon as a place that would warrant such facilities.</p> <p>20. Agreed – This is incorporated into Action 27.</p> <p>21. Agreed – This is something which can be</p>
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<p>for their purpose and be widened where required.</p> <p>22. Supports a 40km/h HPAA for Hampden Rd in the Artarmon local centre and 10km/h shared zone in Hampden Ln.</p> <p>23. A road safety audit should be done for the entire LGA rather than on an ad-hoc basis.</p> <p>24. Reduction in car parking provision should be carefully considered</p> <p>25. Expanded commuter car parking in Artarmon may increase traffic in the area and should be done to enhance the vibrancy of the retail precinct while not causing congestion and parking problems for Artarmon residents.</p> <p>26. Does not support a working group to review transport and traffic legislation “as it cuts our private sector organisations and their expertise and voters”.</p> <p>27. Does not support restricting heavy vehicle access in the CBD and town centres at peak times – “Council should, and does, work with businesses to minimise negative impacts”.</p> <p>28. Council should consult the community on current and possible future pedestrian and cycle crossing points for roads, the railway and Metro line.</p> <p>29. Council should work with neighbouring Councils to develop a cohesive and safe bicycle network across the Sydney Metropolitan area.</p> <p>30. Questions the need for a dedicated bus lane during peak times on Mowbray Rd as a bus lane would cut road capacity by 50% and lead to increased congestion.</p> <p>31. Re expanding peak am and pm tidal flow on Pacific Highway north of</p>	<p>decided on a case-by-case basis. This is also addressed in Action 8.</p> <p>22. Noted – This is a project which is in the development stage and is considered in Action 32.</p> <p>23. Agreed – This is something which is currently being developed by Council’s Traffic and Transport Unit.</p> <p>24. Agreed – This will require further consideration as Council continues with its review of Chapter C4 of the Willoughby DCP.</p> <p>25. Noted – This is an issue which requires further investigation.</p> <p>26. The proposed working group would involve those stakeholders who are directly involved in traffic and transport regulation. Consultation with private sector/businesses would be undertaken as part of specific projects.</p> <p>27. This is something which will need to be investigated by Council’s Traffic and Transport Unit.</p> <p>28. This has been and will continue to be done as per Council’s <i>Community Engagement Policy</i>.</p> <p>29. Agreed – Under ‘Future Council initiatives’ under ITS Strategic Direction 1, <b>wording has been inserted to emphasise Council’s intention to work with neighbouring councils in building a ‘green web’ of safe walking and cycling links that integrate with those of neighbouring councils.</b></p> <p>30. Noted – Given this is an arterial road under TfNSW jurisdiction, this is something which would need to be initiated by them.</p>
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<p>Albert Avenue to Boundary Street. It is most unlikely that traffic flows are so tidal as to warrant such a drastic change in capacity during peak hours. However, the APA supports a review of peak hour capacity for the two right turns for traffic on the A38 route to exit the Pacific Highway.</p> <p>32. Re all traffic lights on non-state roads turned off / amber between the hours of 11pm and 4am - Reduce the number of lights or phasing of lights on Pacific Highway - Turn off red arrows in low flow locations or at low flow periods. The APA supports point 3 as the absence of arrows still leaves a safe traffic system in place. The APA requests a safety study for what the alternate traffic controls will be when the lights are not functioning (off/amber).</p> <p>33. The Pacific Highway lights and phasing are at a minimum. The APA requests a cost-benefit study of a reduction in signal cycle time for late night, early morning. In peak hour on the Pacific Highway, it is 150 seconds. This appears to reduce to 90 seconds in the middle of the day. Perhaps 60 seconds or shorter is suitable for late at night.</p> <p>34. Supports pedestrian count down timers on all traffic signals installed within Willoughby LGA.</p> <p>35. The APA supports car sharing and pooling and believes Council should simply promote the benefits rather than preparing a report.</p> <p>36. Re Liaising with Transport for NSW on possible improvements to traffic flow on Pacific Highway by removing bus stops out of through traffic lanes and creating indented bus layby areas. The APA supports this action at high demand stops.</p> <p>37. Re Installing new bus shelters on high priority local road routes linking</p>	<p>31. Agreed – Action 38 has been reworded to 'Work with TfNSW to investigate the possibility of expanding peak am and pm tidal flow on the Pacific Hwy...'. In any case, given this is an arterial road under TfNSW jurisdiction, this is something which would need to be negotiated and initiated by TfNSW.</p> <p>32. Noted – Changes to traffic light phasing / turning off red arrows in low flow locations or at low flow periods is something which will require further investigation and the concurrence of TfNSW. Council can continue to work with TfNSW to investigate this on a case-by-case basis around the LGA.</p> <p>33. Noted – As stated, changes to traffic light phasing including on major roads such as the Pacific Hwy is something which will require further investigation and the concurrence of TfNSW. Council can continue to work with TfNSW to investigate this on a case-by-case basis around the LGA.</p> <p>34. Noted – Other individual submissions also supported this. It is covered by Action 9.</p> <p>35. Noted – The completion of a report would be the first step in an ongoing process to promoting greater use of car sharing and carpooling services.</p> <p>36. Noted – The creation of such layby areas can be decided on a case-by-case basis in conjunction with TfNSW.</p>
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<p>Chatswood, Artarmon, St Leonards and Northbridge in Council's Annual Capital Works program over the next 5 years. The APA supports this action.</p> <p>38. Re Revision of schedule of works program for Voluntary Planning Agreement policy to incorporate sustainable active and public transport options. The APA supports this action.</p>	<p>37. Noted.</p> <p>38. Noted.</p>
<p><b>Northern Sydney Local Health District – Jonathon Noyes</b></p> <p>Provided seven recommendations:</p> <ol style="list-style-type: none"> <li>1. Include a clearer vision for the future of Willoughby's transport system</li> <li>2. Provide an aspirational detailed overview and/or map of an integrated transport system in Willoughby in 2036</li> <li>3. Highlight the importance of St Leonards as a key Health and Education Precinct within the document</li> <li>4. Outline strategies to deliver an effective integrated transport system connecting the local and wider community with St Leonards.</li> <li>5. Outline the proposed 'B-Line' rapid bus link linking Willoughby to the Northern Beaches, and how this infrastructure will integrate into the current and future transport system.</li> <li>6. Include the Australian Government's Urban Design Protocol's Road User Hierarchy for Transport Planning within the Strategy.</li> <li>7. List neighbouring Councils as key partners to deliver an effective integrated transport system and collaboratively advocate for transport infrastructure.</li> </ol>	<ol style="list-style-type: none"> <li>1. The existing 'future aspirational statement for transport' is contained on page 26 and has come from Council's CSP.</li> <li>2. The future scenarios at the beginning of each section and the Table of Actions are considered enough detail to provide this idea.</li> <li>3. Agreed – The document has been revised to explicitly reference the St Leonards CBD and its role as a key health and education precinct.</li> <li>4. This is considered.</li> <li>5. This has been incorporated as a 'Current Council initiative' under the Focus Area of 'Public Transport', under ITS Strategic Direction 2.</li> <li>6. Council's Traffic and Transport Unit can consider this in their specific projects relating to road design.</li> <li>7. This has been done in various points throughout the document.</li> </ol>
<p><b>Willoughby Access and Inclusion Committee – Audrey Thomas</b></p> <ol style="list-style-type: none"> <li>1. <b>Executive Summary (p.3):</b> Consider inserting: <i>'Our transport system will encourage universal accessibility to</i></li> </ol>	<ol style="list-style-type: none"> <li>1. The revised wording of the ITS Strategic Direction 2 related to 'Connected and Inclusive' incorporates this idea.</li> </ol>



<p><i>public transport and facilities</i>'.</p> <ol style="list-style-type: none"> <li>Remove reference to brand names such as Uber or refer to these as 'delivery services'</li> <li><b>Transport Strategy (p. 29):</b> Add (in bold): 'Increase accessibility <i>and improve/implement universal accessibility</i> across modes'</li> <li><b>Increase accessibility across modes (p. 38):</b> Add to 'Accessibility... can include': Mobility - ease of physical movement, quality <i>and universal accessibility</i> of travel modes.</li> <li><b>Future Council initiatives (p. 39):</b> Add: <i>Improve universal access to public infrastructure and service facilities.</i></li> </ol>	<ol style="list-style-type: none"> <li>This has been done and referred to more generic ridesharing / ride-hailing services.</li> <li>The Transport Strategy column has been changed to Focus Areas and the principle of universal accessibility has been incorporated into the ITS Strategic Direction related to the 'Liveability' Outcome of the CSP.</li> <li>This change of wording has been incorporated.</li> <li>This new wording has been incorporated.</li> </ol>
<p><b>Bike North Inc. – Tom Rubin</b></p> <ol style="list-style-type: none"> <li>The COVID-19 pandemic has highlighted the difficulty in anticipating the future. Greater agility than anticipated is needed in our transport strategy so Council can quickly trial potential changes to enable adequate social distancing especially around critical health and retail destinations.</li> <li>Once the pandemic is considered over, it is expected that behaviour changes such as the extent of working from home, and the level of on-line supermarket delivery will continue, now that it has been demonstrated that these changes in the way people work and shop are quite possible. Even small levels of change in community behaviour will have significant impacts on traffic congestion.</li> </ol>	<ol style="list-style-type: none"> <li>Noted – The idea of the transport system being resilient has also been highlighted by Council's Resilience Specialist. Action 29 talks about the intention to develop a transport resilience plan to respond to disruptive events including natural disasters and pandemics. However this Action can be deleted as the general ideas and principles of resilience in relation to transport have been incorporated into the ITS, particularly under ITS Strategic Directions 1 (Green), 2(Connected and Inclusive) and 3 (Liveable). Such aspects will also be covered by the <i>Resilient Willoughby Plan</i> currently being drafted.</li> <li>Noted – It remains to be seen what long-term impacts the COVID-19 pandemic will have with regard to behaviour change and choice of transport mode. It is indeed true that even small shifts from private vehicles to active and public transport or working from home can have significant effects on reducing congestion. Council's various Actions relating to the 'Walking', 'Cycling' and 'Road Network and Congestion' Focus Areas aim to recognise and respond to this.</li> <li>Noted – As stated, it remains to be seen</li> </ol>



<p>3. There is a need now to dedicate unused road space for temporary bike lanes with a longer-term view for more permanence in a lower car use world. Key community drivers underlying this transport strategy, as expressed by the community, are parking and congestion issues. These issues are no longer relevant under COVID-19 and likely to remain after the pandemic is over.</p> <p>4. Council could include and bring forward actions, such as fully developing a safe and effective bicycle network, to assist the community to retain these new behaviours. Similarly, Council could postpone actions, such as those that increase road capacity for motor vehicles, which simply encourage a transfer back to making motor vehicle trips. Another impact we could anticipate in a post COVID-19 world is a greater emphasis on health and its link to physical activity.</p> <p>5. Bike North notes and appreciates that this Transport Strategy is to be reviewed annually for alignment with the annual operational plan with a substantial review in 2024. But, due to the unexpected impact of COVID-19 this Transport Strategy already needs substantial review now and will need regular review over the next few years until the longer-term impacts of the pandemic stabilise.</p> <p>6. Additional comments provided on the strategic directions and specific actions, including the importance of the Chatswood to St Leonards shared path along the Pacific Hwy, and the fact that this should be a short or medium-term project, not long-term as currently indicated.</p> <p>7. End-of-trip facilities at Chatswood, Artarmon and St Leonards stations are considered of the highest priority,</p>	<p>what ongoing impacts the COVID-19 pandemic will have on parking, congestion and general levels of vehicle traffic. The various actions related to the 'Cycling' Focus Area aim to continue to expand the cycling network within the LGA, in line with the <i>Willoughby Bike Plan 2017</i>.</p> <p>4. Noted – ITS Strategic Direction 1 related to the 'Green' Outcome of the CSP has been reworded to give greater emphasis to increasing levels of walking and cycling. This will also capitalise on the increased walking and cycling rates which have resulted from the COVID-19 pandemic. As stated above, the various actions related to the Cycling Focus Area aim to continue to expand the cycling network within the LGA, in line with the <i>Willoughby Bike Plan 2017</i>.</p> <p>5. Noted – The strategy has been reviewed in light of the community consultation process, as well as the COVID-19 pandemic. During the first review in approximately one year's time, it can be revised and lessons learned from the pandemic incorporated accordingly.</p> <p>6. The wording of ITS Strategic Direction 2 related to the 'Connected and Inclusive' Outcome of the CSP has been reworded to more generally talk about connectivity, rather than just specifically "between the CBD and our local centres". This will give further prominence to the continually developing St Leonards strategic centre. The identified cycling projects have been reclassified as 'Medium' or 'Short' in terms of timeframe (Action 11-14), reflecting their advanced stage of development. They have also been changed to 'Funded' given funding was recently granted.</p> <p>7. Agreed – Action 15 has been revised</p>
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<p>as opposed to at Bicentennial Park.</p>	<p>accordingly.</p>
<p><b>Kur-ring-gai Municipal Council (KMC) – Joseph Piccoli (Strategic Transport Engineer)</b></p> <ol style="list-style-type: none"> <li>1. It is noted that public submissions flagged the desire to have a more regional approach to transport planning with neighbouring councils - LGA borders are (and should be) invisible, and connections should be seamless across LGA boundaries.</li> <li>2. Suggests a specific Action to work with adjoining councils and TfNSW to implement the Co-Designed Bicycle Network and the Sydney Green Grid.</li> <li>3. Suggests using less adversarial wording than “lobby” and instead use “work with” or “advocate”.</li> </ol>	<ol style="list-style-type: none"> <li>1. Agreed – Under ‘Future Council initiatives’ under ITS Strategic Direction 1, <b>wording has been inserted to emphasise Council’s intention to work with neighbouring councils in building a ‘green web’</b> of safe walking and cycling links that integrate with those of neighbouring councils.</li> <li>2. Agreed – <b>Action 5 has been edited accordingly to explicitly reference working with neighbouring councils in building the ‘green web’ of active transport links.</b></li> <li>3. Agreed – <b>Wording has been changed throughout the document including Appendix Table of Actions to “work with” or “advocate”.</b></li> </ol>
<p><b>City of Ryde – David Anderson (Senior Coordinator – Transport Planning)</b></p> <ol style="list-style-type: none"> <li>1. Noted that all Councils are faced with the challenges of preparing for increased population and travel. The most significant challenge is to encourage the use of active and public forms of transport, reducing reliance on private car use. It is expected that major roads will need to be prioritised to accommodate a broader range of users.</li> <li>2. City of Ryde considers that an integrated approach to transport is the best way of ensuring that key transport infrastructure is provided in a coordinated and timely manner. Ryde has started the process of reviewing its own Integrated Transport Strategy 2016 – 2032. Having started this process, City of Ryde is keen to align its plan with Willoughby’s and those of other Council neighbours.</li> <li>3. Appreciates the dual roles of an Integrated Transport Strategy, namely the need to broadly explain transportation to a wide audience</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted – It is indeed true that all councils are tasked with responding to the pressures of population and travel growth. The various Actions related to the ‘Walking’, ‘Cycling’ and ‘Environment and sustainability’ Focus Areas aim to further encourage sustainable mobility behaviours and choices.</li> <li>2. Noted – The intention of Willoughby’s ITS is also to align with NSW government transport policy (as articulated in <i>Future Transport 2056</i>) and neighbouring northern Sydney councils (through the Northern Sydney Regional Organisation of Councils – NSROC).</li> <li>3. Noted.</li> </ol>

<p>while progressing detailed transport / planning strategies.</p> <ol style="list-style-type: none"> <li>4. The short stories included on the 'transport strategy direction' that foreshadow the successful implementation of the strategies are quite useful, as they provide insight and highlight future changes to the local area.</li> <li>5. The transport strategic directions outlined reflect the specific needs of communities. There is good visualisation and representation of the transport strategic directions (Figure 10). Overall the report is well structured, with a logical order that flows well, and it is easy to follow. There is successful inclusion of community needs in the community strategic plans.</li> <li>6. The strategy could reference the prospect of working with other surrounding Councils, including the City of Ryde, to prioritise and deliver services and infrastructure.</li> </ol>	<ol style="list-style-type: none"> <li>4. Noted – The short stories (or scenarios) are to be retained.</li> <li>5. Noted – However the strategic directions have been renamed and simplified to Focus Areas, to make the document overall easier to follow and provide a simpler link between the ITS Strategic Directions and the various Actions.</li> <li>6. Agreed – Under 'Future Council initiatives' under the ITS Strategic Direction 1 section, <b>wording has been inserted to emphasise Council's intention to work with neighbouring councils in building a 'green web'</b> of safe walking and cycling links that integrate with those of neighbouring councils. Council is working with neighbouring councils via the draft NSROC <i>Northern Sydney Transport Infrastructure Strategy</i> on common transport goals and specific projects.</li> </ol>
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