

2 STRATEGIC TRANSPORT CONTEXT

2.1 INTRODUCTION

NSW Government Strategies and Policies have been continuously articulated in policy documents. Key themes in these policies have been the need to reduce car dependency, increase the attractiveness and usage of sustainable transport modes, reduce the growth in vehicle kilometres travelled and provide an urban form which supports public transport provision.

The following NSW Government policies, plans and strategies contain the strategic context relevant to the local planning and development of the SICEEP site. The following documents have been reviewed:

- NSW 2021
- Metropolitan Plan for Sydney 2036
- NSW Long Term Transport Master Plan
- Sydney City Draft Sub-Regional Strategy
- Sustainable Sydney 2030
- Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines
- City of Sydney Chinatown Public Domain Plan
- Planning Guidelines for Walking and Cycling
- NSW Bike Plan 2010
- Integrated Land Use and Transport Policy Package
- Cycle Strategy and Action Plan 2007-2017
- Healthy Urban Development Checklist

A summary of the priorities identified in these documents is provided below.

2.2 STATE AND REGIONAL STRATEGIC POLICIES

2.2.1 NSW 2021

The NSW 2021 is a ten-year plan developed by NSW government primarily aimed at making NSW number one. The document sets a framework to guide Government policy and decision making in the delivery of economic and community priorities. The framework is based on five (5) key strategies:

- Restoring economic growth;
- Return quality service for health, transport, education, police, justice and community service, with particular focus on customer service;
- Build infrastructure that drives the economy and improves people's lives;
- Strengthen our local environments and communities; and
- Restore accountability and transparency to government.

The five key strategies are embodied within the development objectives of the SICEEP project. The key driver of the SICEEP is to restore NSW in the number 1 spot for the delivery of

convention, exhibition and entertainment facilities and services for the whole of Australia and to the international market. The SICEEP aims to contribute to the economic benefits for NSW and improve quality and choice through improvements in infrastructure and transport network, among others.

The transport strategies of the State Plan are to:

- Reduce travel time;
- Grow patronage on public transport by making it an attractive choice;
- Improve customer experience with transport services; and
- Improve road safety.

NSW 2021 outlines that an integrated transport system is required to ensure different transport modes work together and that the interests of the travelling public are put first.

The design of the transport network for the SICEEP aims to deliver on the strategy and attain the set goals and aspirations to achieve the overall target to make NSW number 1 again.

2.2.2 METROPOLITAN PLAN FOR SYDNEY 2036

The Metropolitan Plan for Sydney 2036 was launched by the NSW Government in 2010 and is intended to shape the future growth of Sydney. The Plan is reviewed every 5 years to ensure it responds to the challenges facing Sydney and that it continually forms an integrated plan for Sydney. The long term vision is to develop Sydney as a “city of cities” and includes the following objectives:

- Radial public transport links feeding into each city;
- Cross regional transport connections linking more sub-regions to the Global Economic Corridor; and,
- Developing a network of transport connections serving a range of different trips and strategic centres that support economic activity across more locations;

The Metropolitan Plan for Sydney 2036 is founded by the following policy settings:

- Establish no new Greenfield fronts to Sydney’s existing urban footprint under the Plan;
- Increase the proportion of homes within 30 minutes by public transport of jobs in a Major Centre, ensuring more jobs are located closer to home;
- Build at least 70% of new homes in the existing urban area;
- Enable residential and employment growth in areas where there is available or planned public transport capacity;
- Build at least 80% of all new homes within the walking catchments of existing and planned centres of all sizes with good public transport;
- Locate 50% of planned employment capacity in Western Sydney; and,
- Plan land use, service provision and infrastructure capacity for 770,000 additional homes by 2036 and 760,000 more jobs by 2036.

The Metropolitan Plan for Sydney 2036 highlights the importance of integrating transport and land use planning to overcome Sydney's challenges of managing congestion and reducing Sydney's energy-related greenhouse gas emissions. The Plan promotes actions to support sustainable travel, including the implementation of the NSW Bike Plan and Workplace Travel Plans.

2.2.3 NSW LONG TERM TRANSPORT MASTERPLAN

The NSW Long Term Transport Master Plan sets the direction for transport planning for the next 20 years. It provides the strategic framework and principles for the development and release of detailed and integrated modal strategies and specific regional plans for 10 regions. It will be the guiding document for transport planning delivery in NSW for the next 20 years, in support of the goals of NSW 2021, alongside the Metropolitan Strategy, the Government's 20 year plan to build liveable places across Sydney, and the State Infrastructure Strategy which will provide advice to Government on the State's infrastructure investment needs of the next 20 years.

Highlights of the Master Plan that are relevant to the SICEEP site include:

- Sydney's Rail Future – a modernisation plan of the metropolitan rail network;
- A redesign of the city's bus network, including a shift towards high capacity bus rapid transit or light rail for busier corridors;
- Reintroduction of light rail in Sydney CBD;
- Investing in the cycling network around Sydney's urban centres and the CBD;
- Improved pedestrian infrastructure, including better direction at interchanges and priority at signalised intersections; and,
- A renewed focus on improving and strengthening the community transport sector.

2.2.4 THE SYDNEY CITY DRAFT SUB-REGIONAL STRATEGY

The Draft Subregional Strategies are based on the Metropolitan Strategy and provide a planning tool for councils to implement the NSW Government's Metropolitan Plan for Sydney 2036 and NSW State Plan at the local level.

The Sydney City sub-region has been apportioned a planning target of 55,000 new dwellings and 58,000 new jobs to 2031.

The strategic planning undertaken to guide this growth considers the sub-region in the context of its business and economic activity developing in four major precincts:

- the Central Business District (CBD) housing sophisticated finance, legal business activity, as well as key tourism and cultural infrastructure;
- Ultimo-Pyrmont, an information technology, communications and media precinct;
- the Knowledge and Enterprise Precinct, located to the south and west of the CBD, a major area for education, medical and other research and technology-based jobs; and,
- City East, containing a diverse array of business and research activities.

A major challenge for the sub-region will be delivering a transport planning framework and public investment in transport infrastructure to cater for the expected population and employment growth.

The Sydney City Sub-regional Strategy outlines key directions for transport with particular focus on:

- investigating increased public transport capacity;
- improved transport interchanges;
- implementing a CBD bus strategy; and
- coordinating sustainable transport measures.

2.2.5 PLANNING GUIDELINES FOR WALKING AND CYCLING

This document was prepared by the NSW Department of Infrastructure, Planning and Natural Resources (DIPNR) in 2004, outlining guidelines to assist land-use planners and related professionals to improve consideration of walking and cycling in strategic planning and development assessment. The intention of the guideline is to ultimately create further opportunities for people to live in places with easy walking and cycling access to urban services and public transport and reducing private vehicle usage.

2.2.6 NSW BIKE PLAN 2010

The NSW Bike Plan outlines a 10-year bicycle infrastructure plan aimed at building investments and initiatives to encourage cycling in NSW. The Plan includes:

- Construction of over 4,000 km of cycle facilities in NSW;
- Delivery of extensive cycleways as an integrated component of major road upgrades;
- Support for major events like the Sydney Spring Cycle and investment in programs to promote safe bike-riding in schools and as part of major urban development ; and,
- Report cycling success stories from all parts of NSW as case studies.

The NSW Bike Plan outlines strategies for increasing the share of short trips by bike in Greater Sydney to 5% for all purposes by 2016 and double to share of travel to work by bike across all of NSW between 2006 and 2016. In central Sydney, the NSW Bike Plan supports the implementation of an inner Sydney strategic cycle network to link with surrounding LGAs.

The Plan also establishes the Metro Sydney Bike Network, a regional network of high-quality cycle routes that connect the city's Major Centres and Regional Cities.

2.2.7 INTEGRATING LAND USE AND TRANSPORT POLICY PACKAGE

The Integrated Land Use and Transport Package (DUAP, 2001) provides guidance to local councils in implementing the objective of 'promoting attractive and convenient places to live and work.' The State Government's overall policy of integrating land use and transport is by focusing activities centres and corridors in the best way to influence peoples' choices about where they live, work and the mode of travel to services and activities.

The aim of integrating land use and transport is to ensure that urban structures, built form, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

- Improving access to housing, jobs and services by walking, cycling and public transport;
- Increasing the choice of available transport and reducing dependence on private vehicle;
- Reducing travel demand including the number of trips generated by development and the distances travelled, particularly by private vehicle;

- Supporting the efficient and viable operation of public transport services; and,
- Providing for the efficient movement of freight.

2.2.8 HEALTHY URBAN DEVELOPMENT CHECKLIST

The NSW Department of Health has developed a *Healthy Urban Development Checklist* (2010) to address the growing concern about the link between the built environment and 'lifestyle diseases and risk factors'. The purpose of the Checklist is to help build the capacity of NSW Health to provide valuable feedback to local councils, and other relevant organisations, on health issues in relation to urban development plans and proposals. It is intended that the use of the Guideline will facilitate strengthened partnerships and collaboration between NSW Health and urban planners and developers as part of NSW Health's initiatives to promote healthy communities in NSW.

Specifically, the checklist aims to:

- Provide a standardised tool to guide and inform feedback and advice to local government and developers on urban development policies and plans;
- Evaluate the health aspects of urban developments;
- Support engagement between urban planners and developers and health professionals; and,
- Inform others (planners, developers, policy makers) about the range of factors that need to be considered in healthy urban developments.

The guidelines consist of 10 checklist chapters, each based on a key characteristic of healthy urban development. Each chapter includes sections covering the relevance of the issue to NSW, and guidance on questions related to each key issue. Chapter 10 of the publication provides a checklist for issues relating to transport and physical connectivity. A summary of responses with regard to the SICEEP development is provided in Table 2-3.

Table 2-3 Transport and Physical Connectivity Checklist

Code	Question	Response
TC1: Improve public transport services		
TC1.1	Does the policy, plan or development proposal identify the provision of public transport as a priority?	Yes, the proposal puts emphasis on the improvement of access to public transport services and on promoting interconnectivity
TC1.2	Does the policy, plan or development proposal make provision for public transport routes/services to link the proposed development to the wider area?	Whilst the SICEEP site is well served by public transport services, the proposal includes improvements to the pedestrian links to the light rail stations hence enhancing public transport accessibility
TC1.3	Does the policy, plan or development proposal identify public transport routes that address the needs of different groups in the population (e.g. travel to education, shopping, recreation and employment areas)?	N/A

Code	Question	Response
TC1.4	Does the policy, plan or development proposal encourage alternative transport system development such as car share programs, electric taxis, walking/cycling "bus" programs and/or community bike hire schemes?	The proposal promotes active transport modes by improving walkways and providing cycling facilities. The proposal also provides for electric car charging spaces within the ICC Exhibition Centre carpark.
TC1.5	Are public transport stops located in comfortable walking distance (approximately 400-500m for bus stops and 800m for train stations) of housing, employment and other local destinations?	The SICEEP site is located within 400m of major bus stations in the CBD and is in close proximity to three light rail stops. The SICEEP site is approximately 700m from Town Hall Station and 800m from Central Station.
TC1.6	Are public transport systems and nodes designed to be universally accessible?	Yes
TC1.7	Are public transport nodes safe and easy to approach on foot and bicycle (are they clearly signed and well-lit with direct routes and safe and convenient crossing points)?	Yes. The proposal provides improved pedestrian links to the light rail stations including new amenities i.e. signage, wayfinding, new and improved access routes, among others.
TC1.8	Do public transport nodes include places to park and/or rent bicycles? Can bicycles be taken onto trains and/or buses?	Appropriate bicycle parking facilities will be provided within the precinct.
TC1.9	Do public transport nodes include amenities such as: shelter, seating, proper lighting, transport user information, wayfinding guidance, washrooms, refreshments, bicycle parking, power outlets and internet service, as well as information about the surrounding area and transport options (including walking or cycling) for the onward journey?	Yes The proposal provides improved pedestrian links to the light rail stations including new amenities i.e. signage, wayfinding, new and improved access routes, among others. Information packets on transport options will be available at information kiosks set up in various locations within the SICEEP
TC1.10	Is the policy, plan or proposal located near an existing transport node and, if so, does this require upgrading to ensure that it can meet the needs of the future population?	No upgrade required
TC2: Reduce car dependency and encourage active transport		
TC2.1	Is a stated goal of the policy, plan or proposal to reduce car dependency and car use and encourage more active forms of transport?	Yes. The proposal incorporates strategies to reduce car dependency, including parking policies, travel plans.
TC2.2	Does the policy, plan or proposal propose measures to encourage walking and cycling such as vehicle speed limits, restrictions on vehicle access, parking requirements etc.?	Yes. The proposal incorporates strategies to reduce car dependency, including parking policies, travel plans.,etc.

Code	Question	Response
TC2.3	Does the policy, plan or proposal encourage carpooling or car sharing, including through designated parking spaces for car share programs?	The proposal has provisions for a car-sharing service - 'GoGet Car Share'. This scheme is aimed at promoting car-pooling/sharing and discourages increased car ownership.
TC2.4	Does the policy, plan or proposal include incentives to encourage bicycle use such as 'park and bike' measures, shared bicycle schemes etc.?	Yes
TC2.5	Does the policy, plan or proposal encourage the reduction of car parking spaces in urban areas (particularly where there is good public transport available) including the reallocation of car parking spaces for bicycle parking and cycling routes?	The proposal has reduced public car parking spaces, improved public transport access and new cycle access routes.
TC2.6	Does the plan, policy or proposal provide a well-connected street pattern?	Yes with new connections for vehicles, cyclist and pedestrians.
TC2.7	Are there particular features that present potential safety hazards, such as busy roadways separating schools from residential areas, level crossings of rail lines etc.?	New pedestrian/cycle crossing facilities will be incorporated into the precinct design.
TC2.8	Are there areas with both high pedestrian and bicycle activity, and high vehicle traffic that could benefit from additional safety measures?	Pedestrian/cycle crossings will be installed on key desire lines.
TC2.9	Do trees border streets where walking and cycling is desired (as a means for improving amenity and helping to reduce traffic speeds)?	A landscape plan has been developed for the site.
TC2.10	Are walking and cycling entrances to buildings prioritised and safe (avoiding conflict with cars)?	Yes
TC2.11	Are walking and cycling routes through parking areas clearly marked and safe (avoiding conflict with cars)? Is bicycle parking prioritised?	Yes
TC2.12	Where traffic 'squeeze points' are introduced (to slow traffic speeds and provide safer pedestrian crossings) are there provisions for cyclists to pass through unobstructed?	Segregated cycle lanes will be provided
TC2.13	Are pedestrian areas (such as public plazas, squares, pathways, trails, shopping areas, etc.) designed to be universally accessible?	Yes
TC3: Encourage infill development and/or integration of new development with existing development		
TC3.1	Does the policy, plan or proposal encourage the integration of new development with existing development and key destinations?	Yes

Code	Question	Response
TC3.2	Does the street network (including bicycle and walking pathways) build from and add new connections to an existing street network?	New connections are proposed to the external road network
TC3.3	Are block sizes conducive to walking and cycling, and do they integrate with existing blocks?	Yes

2.2.9 SUMMARY

The planning policies and strategies outlined in the previous sections relate to common themes for transport that are relevant to the development site and serve as the guiding principles for strategic directions of planning outcomes for the SICEEP, including:

- Improve public transport;
- Encourage sustainable transport through the provision of facilities;
- Integrating land use and transport;
- Reduction of mode share to private motor vehicles; and
- Reducing the need to travel.

2.3 LOCAL PLANNING CONTEXT

2.3.1 SUSTAINABLE SYDNEY 2030

Sustainable Sydney 2030 is a plan to guide the development of the City of Sydney for the next 20 years and beyond. The transport objectives of the plan are to:

- reduce city congestion;
- minimise greenhouse gas emissions and manage the impacts of global warming;
- match transport to user needs;
- integrate planning and decision making for an integrated system;
- improve health and wellbeing;
- maintain economic competitiveness; and
- manage the growth in freight traffic.

The Sustainable Sydney 2030 transport goals are to:

- deliver a fully integrated transport system for the City Centre;
- activate City Centre public space for people rather than vehicles;
- support sustainable renewal by managing impacts of transport on surface streets; and,
- enable the delivery of other Sustainable Sydney 2030 project ideas.

Sustainable Sydney 2030 seeks to achieve the following transport related targets by 2030:

- 50% all trips by walking;

- 10% all trips by cycling;
- 80% CBD commuter trips by public transport; and.
- 80% all resident trips by public transport, walking and cycling.

2.3.2 CYCLE STRATEGY AND ACTION PLAN

The City of Sydney's Cycle Strategy and Action Plan 2001-2017 identifies initiatives to promote cycling and outlines infrastructure requirements to ensure a safe and comfortable cycling environment. The strategy is aimed at increasing the number of cycle trips made in the City of Sydney and achieve a 10% target mode share by 2016.

As part of the City of Sydney's Cycle Strategy and Action Plan 2007-2017, dedicated bicycle paths will be constructed at key thoroughfares within the CBD over the next 2-3 years. The key cycle facilities proposed within the vicinity of SICEEP include:

- A separated cycle path along Ultimo Road linking Harris Street to Hay Street;
- A separated cycle path along Hay Street; and,
- Separated cycle paths along Sussex Street, Goulburn Street and Liverpool Street.

2.3.3 INFRASTRUCTURE NSW SICEEP URBAN DESIGN AND PUBLIC REALM GUIDELINES

INSW Urban Design Guidelines – outlines key design objectives prescribed by INSW for the New Darling Harbour and provides a framework for realising the overall project vision. The guidelines focus on key principles such as:

- Reorientation and connectivity
 - Recognising the existing landscape and movement patterns into and around Darling Harbour
 - Creating new connections, including pedestrian connections, in the east-west and north-south directions
 - Integrating and linking the site with surrounding modes of public transport; light rail, Central Station and Town Hall
- Activity, open space and public realm

2.3.4 CITY OF SYDNEY CHINATOWN PUBLIC DOMAIN PLAN

The City of Sydney has recently completed the Chinatown Public Domain Study with the fundamental aim to provide a strategic urban framework for the improvement of Chinatown's public domain. Under the framework, one of the main guiding directions focussed on the improvement of the streets for walking, cycling and accessibility. The Chinatown study area is between Liverpool Street and Railway Square extending westward from George Street to Harbour Street and Quay Street. The streets within the study area form the external network critical in promoting accessibility and pedestrian connectivity to the SICEEP.

The proposed street upgrades are expected to deliver a 44% increase in the amount of space dedicated to pedestrians and cyclists passing through Chinatown. The proposals are expected to improve pedestrian connectivity with the pedestrian mall in Hay Street becoming a major new urban space facilitating pedestrian connectivity and east-west pedestrian movement. These

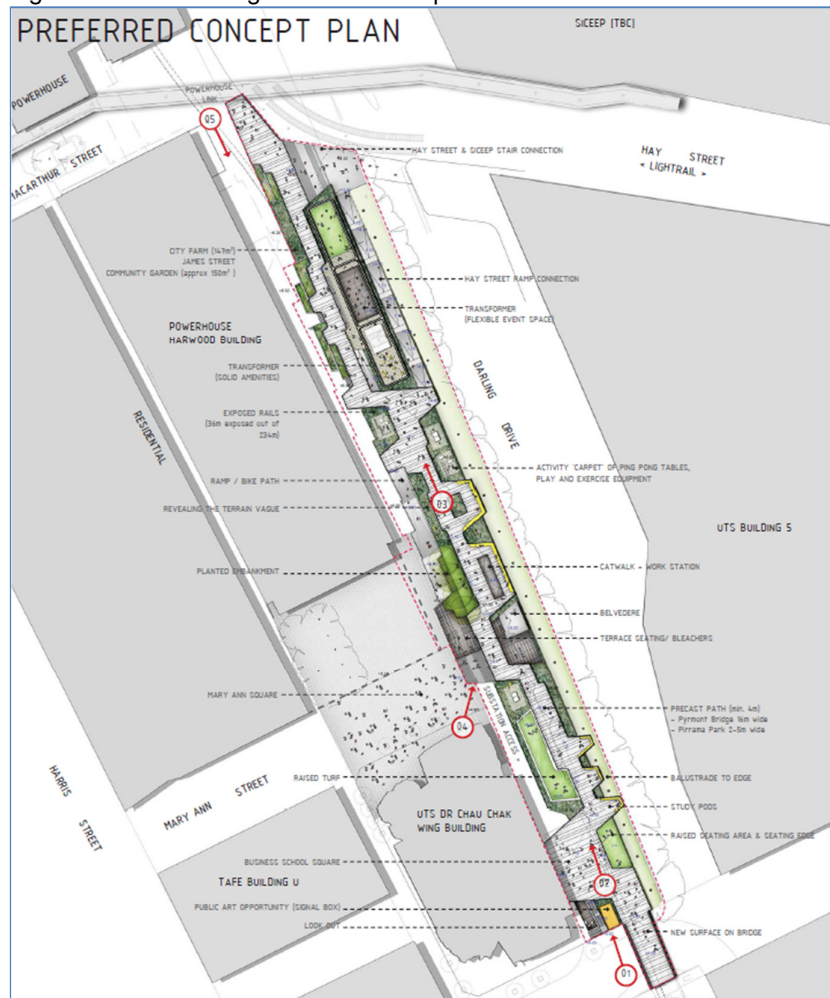
proposals are deemed to complement sustainable development principles also aimed for the SICEEP.

2.3.5 ULTIMO PEDESTRIAN NETWORK

The Central Station to Darling Harbour Pedestrian Link - Ultimo Pedestrian Network project is being implemented by the Sydney Harbour Foreshore Authority. Among other things, the project is aimed at improving pedestrian and cyclist access from Central Station into the south-west corner of Darling Harbour. The project involves the upgrade of the overall landscape, amenity and character of the area to complement the SICEEP project and the UTS building designed by Frank Gehry.

The project consists of the southern link connecting the Devonshire Tunnel to Ultimo Road (Stage 1 completed in 2002) and the northern section across Ultimo Road rail underbridge and up to Hay Street. The northern section (Stage 2) shown in Figure 2-3 is due to commence construction in May 2013 and is expected to be completed in October 2013.

Figure 2-3 UPN Stage 2 Preferred Option Plan



Source: Central Station Darling Harbour Pedestrian Link, SHFA.

The Ultimo Pedestrian Network project will enhance connectivity to the SICEEP site with its integration at Hay Street end. This enhanced connectivity to the SICEEP will attract more pedestrian activity to the Precinct and will generate more activity within it.