Council's Alternate Approach for New Housing in the Inner West

APPENDIX 7

Strategic Transport Plan for Housing Investigation Area

Stage 1 Summary Report

May 2025

This page is intentionally left blank.

STRATEGIC TRANSPORT PLAN

APRIL 2025

ASHFIELD–CROYDON AND DULWICH–MARRICKVILLE

Housing Investigation Areas

URBIS

INTRODUCTION/PURPOSE OF THE TRANSPORT PLANS

The Strategic Transport Plan presents transport related aspirations for the Dulwich Hill-Marrickville and Ashfield-Croydon Study Areas.

This Strategic Transport Plan Summary forms part of a suite of technical documents that accompanies the Housing Investigation Area master plans for the two study areas.

The plan was prepared to align with Council's endorsed *Going Places – An Integrated Transport Strategy* (Inner West 2020) and is focused on the specific needs of these areas. In this way, the plan has informed Council's master plans for these areas in relation to:

- Improved connections, access and sustainability, leveraging the transformative impact of Metro services at Dulwich Hill and Marrickville, which are due to begin operating in 2026.
- Development standards to encourage sustainable travel behaviour, including parking rates, end-of-trip facilities, and preparedness for electric vehicles delivered as part of new homes.
- Encouraging more people to use active and public transport and reduce reliance on private vehicles.
- Informing preparation of an updated Infrastructure Delivery Plan.

VISION

Dulwich Hill-Marrickville and Ashfield-Croydon are well-connected to efficient, reliable and sustainable active and public transport that improves the safety and liveability of these suburbs.

Our vision is that more people living in these suburbs choose active and public transport as their preferred way to move.

INTERVENTIONS

- Increased density around centres and key movement networks
- Improved pedestrian infrastructure
- Slower, calmer streets
- Bus priority measures
- Parking under control (on-and off-street parking)
- Improved cycling and micromobility infrastructure

EXISTING CONDITIONS

This page details the current mobility landscape in the Dulwich Hill–Marrickville and Ashfield–Croydon study areas.

VEHICLE

- 46% of people who live in the Inner West travel to their place of work via private vehicle.
- Most people in the Inner West work locally or in a neighbouring suburb, with 72% of people travelling 10km or less to get to work.

BICYCLE

- The existing cycling network in the Inner West is limited, with few bicycle paths, shared paths or quiet ways and limited connections between them.
- There is one bicycle shed located at Marrickville Train Station, and cycle lockers, sheds and on-street bicycle hoops at Ashfield Train Station. Some street cycle loops are available at Croydon, and in Ashfield and Croydon town centres.

BUS

- In both study areas, buses generally operate between about 4 a.m. to 2 a.m.
- Croydon Station is currently serviced by very few buses. Ashfield Station is well serviced by buses, however there is limited access to residential areas to the northeast and southwest of Ashfield Station.
- There are no direct local bus routes connecting Dulwich Hill and Marrickville Train Stations, and a lack of east-west links in the bus network.
- In both study areas, delays to bus movements are observed on main roads, particularly on high-traffic roads leading up to major destinations like train stations, employment centres, and town centres. This is due to the lack of prioritisation for buses within the road network.

RAIL

- Dulwich Hill and Marrickville Stations are both accessible and are served by the T3 Liverpool train line. There are almost double the number of daily passengers at Marrickville Station when compared with Dulwich Hill Station.
- These stations are currently closed while being converted to a turn up and go Metro service.
- Both Ashfield and Croydon Stations are served by the T2 Leppington & Inner West Line. There are significantly fewer passengers at Croydon Station when compared with Ashfield Station.

LIGHT RAIL

- In Dulwich Hill and Marrickville, there are four light rail stops. Capacity is limited, with a single line running between Dulwich Grove and Dulwich Hill. Of the four light rail stops, Dulwich Hill is used the most.
- Ashfield and Croydon are not serviced by light rail.

PARKING

- Off street parking provisions in Ashfield-Croydon are provided in the Inner West Ashfield Development Control Plan (DCP) 2016.
- Off street parking provisions in Dulwich Hill-Marrickville are provided in the Marrickville Development Control Plan (DCP) 2011.
- Detail of the existing and proposed parking rates is provided on **page 6.**

OVERVIEW OF INTERVENTIONS

INCREASED DENSITY AROUND CENTRES AND KEY MOVEMENT NETWORKS

Overview:

Increased density near public transport stations significantly encourages sustainable travel behaviour and reduces greenhouse gas emissions.

The closer people are to high-quality, frequent and reliable public transport options, the less reliance they have on private vehicles.

Providing more homes and businesses in areas that are designed for both living and working can reduce the need for cars and encourage shorter, walkable trips and boost public transport use.

Opportunity:

Increasing density around centres and movement networks encourages more walking and cycling, reduces the need for parking and reduces road congestion, facilitating essential trips and improving conditions for public transport, commercial vehicles and emergency services.

Increasing density across the study areas and facilitating more active transport can save 11,787 tonnes of carbon dioxide emissions cumulatively by 2036. This is equivalent to the annual emissions of 2,562 cars being taken off the road.

Implementation:

The study area proposals include the following key objectives:

- Increase housing supply in areas of the Inner West local government area (LGA) that are easily accessible to frequent public transport and are well serviced by retail and businesses that support everyday needs.
- Enable a variety of land uses (residential, commercial, recreational and community) and diversity of dwelling types and sizes within walking distance of Metro, train and light rail stations and well-serviced town centres.
- Ensure the planning controls are informed by detailed design enquiry, a sound evidence base, a strategic approach to movement and allow for the necessary infrastructure to support population growth.

These objectives will be given effect through zone, floor space ratio, height of building and land use type changes to the Inner West Local Environmental Plan 2022.

IMPROVED PEDESTRIAN INFRASTRUCTURE

Overview:

Conditions for walking are improved by smaller block lengths, extra mid-block crossings, pedestrian prioritisation at traffic lights, and traffic calmed streets.

It is best practice for developments with block sizes over 150 metres to include thoroughfares that are dedicated to Council. These through-site links should have a minimum width of 4 metres, and preferably a width of 6 metres to allow for green infrastructure.

Opportunity:

To improve the walkability of the area, **through-site links and mid-block crossings** should be explored for active transport within larger blocks where increased housing density is identified. This provision would ensure a well-connected pedestrian network.

Traffic lights in urban settings, especially around key destinations, should be set to **prioritise pedestrians.**

Implementation:

The study area proposal includes new Local Environmental Plan (LEP) provisions and mapping that incentivise development-led public realm improvements, including through-site links.

Consideration of potential mid-block crossings and traffic light prioritisation requires further investigation by Council.

Foxs Lane – Ashfield

SLOWER, CALMER STREETS

Overview:

30km/h zones are residential areas where the speed limit is reduced to 30km/h and traffic management measures, such as modal filters, barriers, and traffic calming, reduce non-local motor vehicle access.

Reduced speed limits have a big impact on road safety. Research shows that the probability of being killed in a crash as a pedestrian or bike rider increases from 10% at 30km/h to over 90% at 50km/h.

Opportunity:

The vision for the study areas is to create **low-traffic residential streets.** A default 30 km/h speed limit and targeted road closures to reduce through traffic is recommended to create safer conditions for active transport and play.

Restricting through traffic in certain neighbourhoods helps to create safer and more pedestrian-friendly environments, encouraging greater use of active and public transport.

Reducing speeds in the study areas provides an opportunity to save 5,055 tonnes of carbon dioxide emissions cumulatively by 2036. This is equivalent to the annual emissions of 1,099 cars being taken off the road.

Implementation:

This intervention requires further investigation by Council.

Modal Filter – Dulwich Hill

BUS PRIORITY MEASURES

Overview:

Buses provide vital public transport services to supplement heavy and light rail. Council could advocate for bus priority measures in key locations where bus journey times are unreliable due to traffic congestion.

Bus prioritisation improves speed, frequency and reliability, serving as a strong incentive for people to shift from cars to buses.

Opportunity:

Kerbside bus lanes could be provided in sections along main roads to counter identified congestion hot spots on important bus routes.

Bus bulbs are a suitable treatment on some 'Main Streets' within the study areas. Bus bulbs are essentially kerb build-outs, which allow busses to stop in traffic lanes, reducing the delay to buses associated with merging back into moving traffic.

Traffic light modifications could be implemented to prioritise bus movement. An intelligent transport systems approach is recommended whereby the traffic lights prioritise bus movements over general traffic.

Prioritising buses in the study areas provides an opportunity to save 8,158 tonnes of carbon dioxide emissions by 2036. This is equivalent to the annual emissions of 3,763 cars being taken off the road.

Implementation:

These interventions require further investigation by Council.

Example Bus Bulb

PARKING UNDER CONTROL (ON- AND OFF-STREET)

Overview:

Off-street parking plays an important role in influencing travel behaviours and in the design of communities.

On-street parking is when private vehicles are stored on roads. Road space is a valuable resource, with a significant portion currently dedicated to on-street parking. It is crucial to make the most efficient use of this valuable space.

Opportunity:

Shifting to **maximum parking rates** allows developers to decide how many spaces to provide and has been shown to radically reduce overall parking provision.

Unbundled parking, which is parking that is rented or sold separately to an apartment, can reduce the need for minimum parking requirements and can prevent the inefficient use of parking spaces. It can also help to alleviate on-street parking issues, decrease car ownership, encourage public transport use, and address housing affordability.

Off-street car share is where private developments provide parking spaces for shared cars for the use of residents and/or the general public. Members of the car share scheme can book cars on a short-term basis, paying for the time and distance they drive. The car share operator handles vehicle maintenance, repairs, fuel, and insurance.

It is recommended that one car share space is provided per 20 units that do not have a parking space. Or 5% of the total number of units without a parking space. A minimum of one car share space should be provided per building.

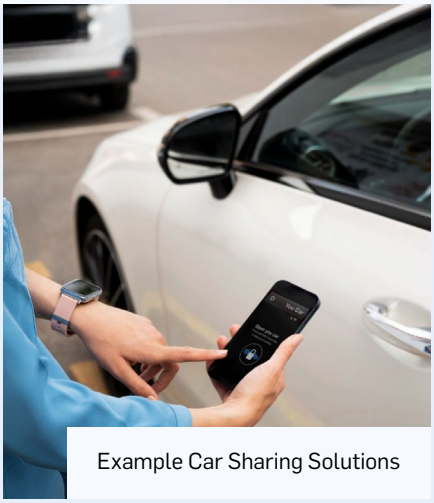
Permit parking schemes are strictly controlled by Council across the Inner West, ensuring effective regulation of all-day parking and equitable availability of parking. To mitigate the risk of overflow parking on surrounding residential streets, permit parking schemes should be reviewed and improved as new development proceeds in the study areas.

Implementation:

New provisions are proposed for off-street parking on sites identified for uplift in the study areas, reflecting the opportunities provided by the high levels of accessibility in these areas. These are outlined in the draft Design Guide that will inform preparation of Development Control Plans and include:

- Maximum parking rates (at reduced levels below other less accessible parts of the Inner West).
- All parking delivered on each site to be unbundled from the unit and made available only to residents of that site.
- Provision of parking spaces for car share vehicles.
- Bicycle parking and end of trip facilities.
- Development guidance for provision of electric vehicle facilities in parking areas.

Consideration of on-street parking measures, including permit parking schemes and e-mobility, requires further investigation by Council.



Example Car Sharing Solutions

IMPROVED CYCLING INFRASTRUCTURE

Overview:

Conditions for riding are improved by providing separated cycle infrastructure, traffic-calmed streets, smaller block sizes, extra mid-block crossings and prioritising riders and wheelers at traffic lights.

Additional public cycle parking at key points of interest, such as transport interchanges (train and light rail stations) and town centres, can also make cycling more appealing.

Opportunity:

New cycleways, providing North-South and East-West connections.

The current Marrickville DCP does not have any requirement for **cycle parking** with residential units. There is an opportunity to amend the DCP to add requirements such as minimum cycle parking rates per residential unit.

Traffic lights in urban settings, especially around key destinations, should be set to **prioritise bike riders.**

Road reserve widths should encourage active transport as viable alternatives to private vehicles. The space allocated to active transport infrastructure (including public domain and cycleways) should be increased where possible. Road widening for the purpose of increasing space for driving or parking on-street should be avoided.

E-Mobility such as e-Scooters and e-Bikes are an excellent mobility option for first and last mile journeys. **E-Mobility share stations** are places for people and can create valuable public space, generating economic activity.

E-Mobility parking corrals should be:

- **Accessible and convenient** – easy for users to find and use.
- **Designed for safety** – located in pedestrian areas with good lighting.
- **Operationally feasible** – accessible to maintenance operators.
- **Enhance public realm** – placed to enhance quality of the surrounding environment and not overcrowd a streetscape.

Implementation:

The proposals include LEP mapping of new land reservations acquisitions for specific roads where uplift is earmarked. This will help to facilitate improved public domain and active transport infrastructure on these roads.

See also *Parking under control.*

Consideration of e-mobility initiatives requires further investigation by Council.

Example Urban Cycleway

URBIS