

No.	Community submission	Council response
1	Excellent idea on extra bicycles parking Also you need extra room for Motor Bikes and Mopeds	This suggestion will be considered as part of the actions associated with Outcome 3 of the Integrated Transport Strategy - 'A parking system that caters to the needs of residents, freight delivery, visitors and workers'.
2	The bike path, heading East on Fitzgerald ave, between Kyogle St and Malabar road inexplicably stops? When will it continue through to the beach? Anzac Parade is a fantastic level roadway between the city and Maroubra., but heading north from Rainbow street it is too narrow, Cyclists should be made aware with better signage of the Doncaster Road cycleway as an alternative route. Heading south from Rainbow street along Anzac Parade is very dangerous with narrow traffic lanes and very poor surface. A bike lane should be added here by realigning the road.	Along with an additional 30km of safe cycle routes, a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. This will further develop the framework to deliver safe active transport and walking infrastructure across Randwick. Furthermore, Council is currently partnering with other interest groups to undertake Cycling Skills Courses and Guided Bike Commutes to better inform and educate local bicycle riders. To keep up to date with what is happening in this space please see the following link: www.randwick.nsw.gov.au/services/transport/bicycles
3	Would be great to get some more separated cycleways in order for my family to to feel safe when on the bike.	Along with an additional 30km of safe cycle routes, a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. This will further develop the framework to deliver safe active transport and walking infrastructure across Randwick. Furthermore, Council is currently partnering with other interest groups to undertake Cycling Skills Courses and Guided Bike Commutes to better inform and educate local bicycle riders. To keep up to date with what is happening in this space please see the following link: www.randwick.nsw.gov.au/services/transport/bicycles
4	How will you ensure adult bike, electronic scooter and even motorbike riders keep off pedestrian parts of footpaths in town centre? Getting around is not just cycling, using the car bus or light rail. Foot traffic is important. So are the people the feet belong to. Pedestrians.	We appreciate the importance of creating safe walkable places and a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. This will further develop the framework to deliver safe active transport and walking infrastructure across Randwick, including infrastructure which separates bicycle riders and pedestrians where possible. In addition, further actions in the Strategy are to improve safety for pedestrians each year at identified crash sites, and to develop a Transport Mode Hierarchy and principles for Road Space Allocation to prioritise pedestrians and other vulnerable road users in local centres.

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5	Randwick Integrated Transport Strategy I agree with the broad aims of the objective of the Randwick transport strategy, but the implementation of any transport strategy is highly contingent on the outcome of the New South Wales (NSW) state government intentions to remove a substantial amount of the bus services that serve the Randwick local government area (LGA). Hence, I would like to know what sort of advocacy is Randwick Council undertaking to ensure these bus services remain in tact. I completely oppose the NSW state government plan to cut essential bus services that take people from where they live to their place of work, or take them to the shops, medical appointments, leisure activities. Whereas the Sydney light rail appears to be built to take people to the race-course or play the pokies at Souths Junior club and was a vanity transport project, not a piece of infrastructure that benefits the majority of people in the Randwick area unless they live along the Anzac Parade corridor. Has Randwick council aligned with neighbouring councils to campaign against this state government move. I agree with the objective to increase bike lanes as a regular cyclist, I would cycle more if there was better-integrated bike lanes. I also welcome the prospect of a metro station at Maroubra Junction. I live near Maroubra beach and I strongly feel that an underground metro train network is the best way to move the increasing number of people that are projected to live in Sydney, otherwise this southeast corner of Sydney will be condemned to traffic jams, and longer travel times to work etc and reduce the quality of life and follow the way of other car dominated cities such as Los Angeles.	We note your concerns over the proposed bus service changes for South East Sydney by Transport for NSW. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes As noted in actions 1.13 and 1.14 of the Integrated Transport Strategy, Council will continue to work with Transport for NSW on future plans for public transport in Randwick City.

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6	1. Please ensure pedestrians are safe first. Cyclists need controlling and educating much more before they deserve more areas to use when they feel like, and abuse other methods when they dont. 2. Remember most residents do have cars and hope to use them. The growing %age of residents without cars is due to overdevelopment of small dwellings and no car spaces for them. 3. Pavements are for pedestrians. Roads are for cars and bicycles - no amount of bicycle lanes will resolve anything for the majority. 4. I like to cycle - its just not safe due to other cyclists. 5. Educate cyclists to share the road - not fill a lane with lycra wearing fools 'asserting their rights' - until they stop moving across Sydney like cockroaches using any form of space they can find, never stopping or slowing down, and with no intention to share, or care for pedestrians - they deserve nothing more. 6. Please look after our aged - we have an elderly and getting older population - forget cyclists who have roads to use - and focus on walking safely, and using roads as intended - cyclists with cars! 7. Consider lower speeds but only if you can police speeding (inappropriate speed for situation, not just the overall limit), of cyclists. 8. Overall aims are good - but dont remove buses and expect us to use light rail. Especially if forced to change from bus to light rail halfway to city - that will set us off on a completely different activity.	We appreciate the importance of creating safe walkable places and a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. This will further develop the framework to deliver safe active transport and walking infrastructure across Randwick, including infrastructure which separates bicycle riders and pedestrians where possible. Council is currently partnering with other interest groups to undertake Cycling Skills Courses and Guided Bike Commutes to better inform and educate local bicycle riders. To keep up to date with what is happening in this space please see the following link: www.randwick.nsw.gov.au/services/transport/bicycles In addition, further actions in the Strategy are to improve safety for pedestrians each year at identified crash sites, and to develop a Transport Mode Hierarchy and principles for Road Space Allocation to prioritise pedestrians and other vulnerable road users in local centres. We appreciate that parking is valued by many residents, and will continue to investigate emerging parking and guidance systems and implement solutions to balance accessibility and turnover, as outlined in action 3.4 of the Strategy. Finally, we note your concerns over the proposed bus service changes for South East Sydney by Transport for NSW. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes

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7	Please work with TfNSW to expand the light rail network to the rest of the LGA. As it would be done in stages, why not connect Kingsford to Maroubra Junction sooner than later? Safer bike paths would be great and work to deliver a walking city where people feel safe to walk to parks, shops and transport hubs. It's great to see a speed reduction in the Maroubra Rd area. More traffic lights would make the area safer - I see a few near misses on the corner of Mons Ave and Maroubra Rd. Parking is important but does not need to be the focus of a city - ie massive parking lots are simply undesirable and not acceptable. For example cars parking on the verge at Maroubra beach and car parks in the middle of Anzac Pde. Parking technology and developers contribution to community parking in mixed development can help to meet the parking needs of the area while creating a green city based on good design.	As noted in actions 1.13 and 1.14 of the Integrated Transport Strategy, Council will continue to work with Transport for NSW on future plans for public transport in Randwick City, to advocate for better connectivity and access. Along with an additional 30km of safe cycle routes, a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. This will further develop the framework to deliver safe active transport and walking infrastructure across Randwick. In addition, further actions in the Strategy are to improve safety for pedestrians each year at identified crash sites, and to develop a Transport Mode Hierarchy and principles for Road Space Allocation to prioritise pedestrians and other vulnerable road users in local centres. We appreciate that parking is valued by many residents, and will continue to investigate emerging parking and guidance systems and implement solutions to balance accessibility and turnover, as outlined in action 3.4 of the Strategy.
8	Should not reduce no. of buses go to City and Railway Square directly.	We note your concerns over the proposed bus service changes for South East Sydney by Transport for NSW. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes

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9	I am a new permanent resident of the area. I have lived in other parts of Sydney for >27 years. In that time I have been a regular public transport user - bus and train primarily. I have watched with horror the metro expansion or should I say 'invasion' across our city. People lives and businesses have been destroyed - to what end? Being able to jump on a bus locally and swiftly arrive in the CBD - where I work is excellent and I do that now from my home in Coogee. I do not believe the planned integration with the light rail will encourage greater or more efficient commuter times. When people catch a bus or train they do not want to change or alight from their trip to use other modes - this will take more time and if elderly, travelling with small children or physically impaired it creates unnecessary stress. Sometimes governments have to make up the shortfall in revenue because public transport services may not be fully subscribed. Citizens pay taxes and hefty stamp duty in NSW - the strategy as planned will NOT deliver the encouragement your flyer details in terms of 'how to gain more users'. It needs more a lot more thought. Public transport in many cities around the world often runs in deficit mode - because it is a PUBLIC SERVICE not a revenue raiser.	We note your concerns over the proposed bus service changes for South East Sydney by Transport for NSW. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes As noted in actions 1.13 and 1.14 of the Integrated Transport Strategy, Council will continue to work with Transport for NSW on future plans for public transport in Randwick City, to advocate for better connectivity and access.
10	I support the policy of improving public and active transport and encouraging their use. However the balance of type of public transport needs to be right. Please don't allow important bus routes to be removed because of light rail. These routes are still important for the many trips that do not align with the light rail route.	We note your concerns over the proposed bus service changes for South East Sydney by Transport for NSW. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes As noted in actions 1.13 and 1.14 of the Integrated Transport Strategy, Council will continue to work with Transport for NSW on future plans for public transport in Randwick City, to advocate for better connectivity and access.
11	I support the following strategies: Providing an additional 30km of safe cycling routes; Developing a green grid and network of walking paths; Improving safety for people riding bikes; Providing 200 new bicycle parking spaces across our beaches, local centres and key destinations; Working with Transport for NSW to improve public transport service frequency and capacity by 2027; Working with Transport for NSW to provide a public transport stop within 400m of all residential dwellings by 2029. To support the above, I would presume that if the Council was to conduct a further/ additional Integrated Transport Study, it would find that since the L3 Kingsford Light Rail opened in early April 2020, the local community uptake on using Light Rail has increased. It is also highly probable there are more residents using cycling and walking for combined transport and leisure.	We appreciate your support for the strategies noted in your response. As outlined in actions 1.13 and 1.14 of the Integrated Transport Strategy, Council will continue to work with Transport for NSW on future plans for public transport in Randwick City, to advocate for better connectivity and access. Where available, we will use data on public and active transport to support future studies and recommendations for specific local centres. In addition, further actions in the Strategy are to develop a Transport Mode Hierarchy and principles for Road Space Allocation to review how space is prioritised for different modes.

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12	I applaud all the stated aims of the strategy, especially the increase in safe cycling routes (as we have a very hilly area, I was thrilled when e-bikes introduced, but found I was still not confident to use them because of aggressive attitudes by car drivers) and more walking paths. However, the way that public rented bikes (e-bikes and standard) are discarded anywhere and everywhere means the rental system is not working. Why don't we institute a system that requires users to return bikes to docking stations to refund a significant (over \$20) deposit? The NSW government's light rail project has not been successful (overblown budget, hugely disruptive to traffic flow during construction and now in operation): I cannot pick it up anywhere near my house and of course it only has one destination. Similarly, the privatisation of buses and changes to routes will, on balance, reduce the convenience and usability of services. Given Council has little or no power in these decisions, could Council put on a free community small bus service or two? (similar to Manly Council's, which has been run for decades: https://files.northernbeaches.nsw.gov.au/sites/default/files/documents/general-information/transport/hopskipjumpbustimetable.pdf) Lastly, I would like Council to re-institute drivers' right to have parking fines reviewed by Council. It's unjust to force drivers to court action or just to cop the fine sweet - there are many occasions when an explanation would be accepted by any reasonable reviewer with authority to waive a fine as appropriate.	Council is working with operators of shared e-bikes in the area to minimise issues with discarded bicycles. These operators work to a set of guidelines developed in consultation with other Councils across Sydney. 'Docked' bike share systems have been used in other cities, however they can be costly to implement. At this time Council is not investigating this avenue for shared bicycles. We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes In addition, in relation to local bus services, action 1.10 of the Integrated Transport Strategy outlines that Council will explore opportunities to introduce on-demand public transport in areas underserved by public transport by 2023. With regard to parking fines, there are no current plans to review the existing system, however the Strategy includes a number of actions to review the parking system to cater to different types of users and ensure appropriate supply.
13	footpaths are integral to basic transport. there are now bikes, motorbikes, electric scooters etc on footpaths, which are very dangerous. please enforce pedestrian only footpaths. there is a duty of care in my opinion to do this ASAP	We appreciate the importance of creating safe walkable places and a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. This will further develop the framework to deliver safe active transport and walking infrastructure across Randwick, including infrastructure which separates bicycle riders and pedestrians where possible. In addition, further actions in the Strategy are to improve safety for pedestrians each year at identified crash sites, and to develop a Transport Mode Hierarchy and principles for Road Space Allocation to prioritise pedestrians and other vulnerable road users in local centres.

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14	I strongly support the Integrated Transport Strategy, with some alterations. The 3 outcomes, and 5 relative objectives are excellent. They give clear, measurable ways of making transport better. However the ensuing 10 steps while helpful, are not the best or only ways to achieve the outcomes and objectives. I suggest 2 amendments. Firstly, add a step of "Introduce several 30 km/h zones". This is what forward thinking cities around the world are doing: London, Paris, Madrid. This is more effective at meeting the objectives of active transport mode share and reduction in casualties, than all 10 listed steps in the Strategy put together. It is more specific than "improving safety for people riding bikes". Lowering speed limits from 40 km/h will involve working with and lobbying the NSW government and Transport for NSW but precedents exist in Manly, Liverpool and Centennial Park, so it is completely achievable. More at https://theconversation.com/busted-5-myths-about-30km-h-speed-limits-in-australia-160547 Secondly, change "Providing an additional 30 km of safe cycling routes" to "Providing an additional 15 km of safe, separated cycling routes, plus another 15 km of cycling routes". The word "safe" is ambiguous and let's council choose to simply rename footpaths as shared cyclepaths/footpaths to claim this step is being met. Cycling routes that are safe for cyclists AND pedestrians need to be separated from people on foot and people in cars. The separated cyclepaths on Alison Rd and High St are fantastic, as are the expected paths on Doncaster Ave, Sturt St and Bundock St. Build more like that. Set a specific, big, yet achievable goal on.	We appreciate your support for the strategies noted in your response. We note your suggestion regarding the action to provide an additional 30km of safe cycling routes, and have proposed an amendment to the Final Strategy to reflect this. Council will continue to review speed limits (in consultation with Transport for NSW, where required) in local centres and residential areas, as noted in action 2.7. We are aware of trial and fully implemented 30 km/h zones, and will continue to monitor and evaluate best practice in road safety from NSW and further afield to improve outcomes for vulnerable road users.
15	It is perturbing that there is nothing in this draft strategy that specifically addresses the issue of rat-running. The sub-outcome of Sustainability in Outcome 2 could be construed to cover this, however the reader is quickly disabused of this idea when she reads that Sustainability entails, “ A transport network that enables people to easily choose active and public transport options more often.” The issue of rat-running has been with Council for decades. Council has produced more than one Local Area Traffic Management Plan (LATM) for the Kensington-Kingsford area, for example, in response to community concerns. There is We were told that the implementation of this LATM was to be deferred until the Integrated Transport Strategy (ITS) was undertaken. It is obvious that such LATMs are needed elsewhere in the City, particularly in the northern parts. Not to address the issue of the impacts on residential amenity, other than indirectly, such as by encouraging the modes of bicycles and public transport, is liable to appear to the community as a profound deficiency of good faith. It is to be hoped that the omission of this fundamental concern is only in the presented summary, and not in the main text.	Strategic approaches 2.7 and 2.1 commit to regular review of speed limits in residential areas and town centres, as well as the introduction of a Transport Mode Hierarchy. Implementing these approaches will improve local area traffic through speed reduction and prioritisation of pedestrians and bicycle riders, both of which would discourage rat running.

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16	It is great to see all the improvements listed for cycling and hopefully council can somehow incentivise uptake of electric vehicles for ratepayers. It's probably out of scope but finding a way to ensure the light-rail extends from Kingsford to La Perouse ASAP - with the decline in bus services it's going to be nuts getting from the southern end of the LGA into town. Wherever cycling or pedestrian or roadworks or parking works are undertaken, ensure canopy trees are planted.	Regarding electric vehicles, action 1.17 states that Council will require the provision of electric vehicle and electric bicycle charging stations in new residential and commercial buildings, and investigate the feasibility of providing subsidies to encourage installation of charging stations in existing residential and commercial buildings by 2025. Action 1.18 of the Strategy outlines that Council will provide 5 new publicly accessible electric vehicle charging stations per year until 2031. We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes In addition, in relation to local bus services, action 1.10 of the Integrated Transport Strategy outlines that Council will explore opportunities to introduce on-demand public transport in areas underserved by public transport by 2023. We appreciate the importance of creating safe walkable places and a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport
17	There appears to be no mention of Electric Vehicles (EVs) in the ITS. Rapid substitution of EVs for fossil vehicles is essential to achieve the Paris targets that Australia has endorsed. Some strategies that should be established are: - Increased number of charging stations in Randwick Council area; - Reserved parking for EVs to encourage adoption; - Lobbying the State and Federal Governments for incentives for EVs; - Rapid transition of the Council's vehicle fleet, light and heavy vehicles, to EVs - there are many choices now available, including garbage collection trucks - within 2 years.	Regarding electric vehicles, action 1.17 states that Council will require the provision of electric vehicle and electric bicycle charging stations in new residential and commercial buildings, and investigate the feasibility of providing subsidies to encourage installation of charging stations in existing residential and commercial buildings by 2025. Action 1.18 of the Strategy outlines that Council will provide 5 new publicly accessible electric vehicle charging stations per year until 2031.

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18	Hi My comments on the integrated transport strategy are that there's a real panic in the community . Essential buses are being removed and being replaced with less frequent buses and buses that don't complete the whole route. My children are soon to lose their school buses - I just don't know what to say - How are buses that service Maroubra beach being affected by the trams. I understand the council are doing a lot of good in the wider community however I'm utterly confused and thoroughly scared about the bus changes and the implications- please review any changes on bus driver feedback and council surveys/observations..school kids don't use their passes however any bus from Randwick to Maroubra between 3 and 4 are hard/impossible to get onto especially 376 377 394 which we rely on. Ludicrous that these are being affected. This strategy needs to be reviewed.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes
19	Support council working w Transport Nsw to improve public transport capacity - it's essential that council fights the proposal to remove numerous bus services in our area as a starting point. It is a farce to think the snails pace light rail has capacity to deal with displaced bus travellers and looks like a cynical exercise to privatise the eastern suburbs bus network cos we will need those services provided somehow. More electric buses should also be part of the public transport strategy.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes

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20	Lacks focus on: Family needs. Working people with children are consistently overlooked by government bodies. Needs of the majority are simply ignored. Pedestrian priority – Everyone walks => 100% of people. Pedestrian crossings – need everywhere proper pedestrian crossing with zebra markings. Many people due to age and disabilities are unable currently to live their homes as they cannot safely cross streets. Registration plates for bicycles are needed. Most dangerous to all now are bicycles which do not emit any noise and their riders use streets for sport and break road rules laws incognito as they do not have registration plates. Parking – lack off adequate parking now and diminishing very quickly every year. Please urgently add more. Meriton development near Eastgardens is already causing new problems as units do not have enough parking. Public transport solutions are obsolete considering size of Sydney. Takes some up to 5 hours a day to use public transport to get to and from work in Sydney. Fast underground metro under Anzac Parade from La Perouse to CBD would help. Tram build created many more problems on Anzac Parade than benefits. Trams work well in smaller cities only, Sydney is way to too big for Trams, we now need underground metro like Paris, London etc. Also need to complete the Bondi rail Line to the airport via Maroubra Junction as was originally planned – this was a very good project but never finished and stopped in Bondi. Inclusive public transport – build covered bus-stops at all stops with no see-through ceilings allowing for 100% safe shelter from UV rays for people with light skin. Current bus-stops discriminate against people with light skin colour and cause us skin cancer. Streets need cover from sun. Plat trees which provide plenty of shades as Sydney councils did in the old days. Now new plantings are useless as far as shade is concerned - no shade is provided. Safe roads. Stop use of streets for sport by bicycle riders. Roads are for transport yet traffic is negatively affected by the tiny portion of people who ride bicycles for sport. Tiny minority which is privileged to be able to use bicycles damages quality of life to vast majority which are trying to get on with their busy lives. Remove bicycles from public roads to increase safety and improve traffic flow. Build more purpose Bicycle paths away from cars and pedestrians such as the one we have at Heffron park. Remove bicycle lanes from roads, reinstate needed car parking spaces. Ensure 1 parking space available per each bedroom for each house and unit being build to ensure	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes In addition, in relation to local bus services, action 1.10 of the Integrated Transport Strategy outlines that Council will explore opportunities to introduce on-demand public transport in areas underserved by public transport by 2023. Action 1.15 of the Strategy outlines improvements to accessibility and amenity at public transport stops such as pedestrian crossings, lighting, shelter, and wayfinding signage, to improve overall customer experience of public transport. We appreciate the importance of creating safe walkable places and a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. This will further develop the framework to deliver safe active transport and walking infrastructure across Randwick, including infrastructure which separates bicycle riders and pedestrians where possible. In addition, further actions in the Strategy are to improve safety for pedestrians each year at identified crash sites, and to develop a Transport Mode Hierarchy and principles for Road Space Allocation to prioritise pedestrians and other vulnerable road users in local centres. We understand that parking is valued by many residents, and will continue to investigate emerging parking and guidance systems and implement solutions to balance accessibility and turnover, as outlined in action 3.4 of the Strategy.

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21	I welcome increased safe cycling routes both for adults and children as there is limited areas around Coogee where it is safe to ride with children. I also welcome increased bus services from Coogee to the city, especially the x routes as these are faster than driving to the city	Along with an additional 30km of safe cycle routes, a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. This will further develop the framework to deliver safe active transport and walking infrastructure across Randwick. Furthermore, Council is currently partnering with other interest groups to undertake Cycling Skills Courses and Guided Bike Commutes to better inform and educate local bicycle riders. To keep up to date with what is happening in this space please see the following link: www.randwick.nsw.gov.au/services/transport/bicycles We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes
22	The bus system has been severely cut. So how do you expect to reach the target for outcome1? Also, I will be retiring, not riding a bike, I will co tiniest to drive and need parking spaces. There does not appear to be any comment about traffic congestion.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes In addition, strategic approaches 2.7 and 2.1 commit to regular review of speed limits in residential areas and town centres, as well as the introduction of a Transport Mode Hierarchy. Implementing these approaches will improve local area traffic through speed reduction and prioritisation of pedestrians and bicycle riders, to encourage walking and cycling for those who can, and reduce vehicle congestion.
23	Looks pretty good. For me and my neighbours, (Coogee) parking is the largest issue. I will also be devastated if we lose our buses.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes We appreciate that parking is valued by many residents, and will continue to investigate emerging parking and guidance systems and implement solutions to balance accessibility and turnover, as outlined in action 3.4 of the Strategy.

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24	Detailed submission made via a separate attachment.	Thank you for your detailed submission. A full response will be sent to you directly.
25	Please engage with Transport for NSW to represent your community and push against changes to the bus network proposed for implementation in late 2021 by Transport for NSW. These proposed changes would be against items 1.11 and 1.13 of the submission, as travel times would increase, and the number of available services would decrease if the proposed changes go through.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes
26	I fully support the goals to increase the share of active transport and provide more safe cycling routes and bike parking spaces. I think safe cycling routes should not just be provided in open spaces are for recreational users. We also need cycle lanes in built up areas to allow us to do our shopping, travel to work, etc. For example, moving around Randwick junction by bike is quite challenging, a lot of people use their bikes on the footpath because they don't feel safe enough to cycle on Avoca St or Belmore Road. Can we be bold and re-allocate some road space away from cars to bikes?	We appreciate your support for the strategies noted in your response. Actions included in the Strategy are to develop a Transport Mode Hierarchy and principles for Road Space Allocation to review how space is prioritised for different modes.

No.	Community submission	Council response
27	Increase road safety by making applications for shared roads and 10 km zones easier (eg cule-de-sac); Increase hospitality and other businesses and shopping experience by increasing pedestrian areas/ reduction of traffic (eg Belmore Rd between Alison Rd & Avoca St); Make sure with Transport for NSW that bus routes are not eliminated; that faster travel time is achieved and more frequent services; reduce stops that are very close (within about 200-300 m) as they increase unnecessarily the travel Times; that public transport is reliable- also out of peak hours! Thanks!	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes Council will continue to review speed limits (in consultation with Transport for NSW, where required) in local centres and residential areas, as noted in action 2.7. We are aware of trial and fully implemented 30 km/h zones, and will continue to monitor and evaluate best practice in road safety from NSW and further afield to improve outcomes for vulnerable road users. Reviews will be done by location and may also consider shared zones where appropriate. In addition, strategic approaches 2.7 and 2.1 commit to regular review of speed limits in residential areas and town centres, as well as the introduction of a Transport Mode Hierarchy. Implementing these approaches will improve local area traffic through speed reduction and prioritisation of pedestrians and bicycle riders, to encourage walking and cycling for those who can, and reduce vehicle congestion.
28	How does this strategy incorporate the reduction of bus services recently announced by NSW Government? Given pace of change and tech developments, is it feasible to have a 10 year plan? Would a 5 or 7 year plan be more appropriate?	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes We also note your point about the rapid pace of change in the world. The aim of this Strategy is to provide a guiding document for the next decade, however it will be a living document that is regularly reviewed and updated where necessary, to consider a variety of changes.
29	Increasing Public Transport capacity is a major positive from this strategy and I wholeheartedly support it as a means to reduce the number of cars on our roads, and therefore the number of emissions. In saying that, and as a public transport user myself, increasing the cycleways, and therefore the number of cyclists needs to be carefully considered, as cyclists pose a great danger and hinderance to bus and tram drivers alike, and the increase in cyclists may counteract the increase in efficiency of the public transport system that you wanted.	We note your concerns about balancing road space allocation for public transport, bicycle riders, and other modes. Action 2.2 of the Strategy is to develop 'Principles for Road Space Allocation', the purpose of which is to assess different locations and the needs of all road users in those locations. We will also continue to work with Transport for NSW to advocate for more space for active and public transport, to enable people to choose more sustainable transport options, as per Outcome 1 of the Strategy.

No.	Community submission	Council response
30	The cancellation of busses is appalling. I live near Cowper St and I work in Oxford St. The tram goes nowhere near there. We had a good bus service and now it's going to be 3rd world. The 373 and 377 must be retained.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes
31	Looking at the current Bicycle Route Construction Priority Map (2015) there are not many North/South routes planned for separated cycle lanes. It would be great to see (examples as options to explore): - Avoca Street, or - Belmore Road to Cook Street to Wentworth Street, or - Botany Street to Church Street to Dangar Street These options all link the central hub of Randwick (POWH, UNSW, RGHS/RBHS, retail and dining precinct) directly to Centennial Park/Queens Park junction which links directly to the new Waverley Council Bondi Junction Cycleway and also to the CBD via City of Sydney Council cycleways	We note your comments about the current Bicycle Route Construction Priority Map (2015). Consultation on these routes is planned later in 2021 to gather community input to update and revise these routes. Further information will be advertised via the Council website and e-news closer to the time, and we look forward to receiving your input.

No.	Community submission	Council response
32	The Randwick Council area and specifically Coogee, where I live, is currently facing savage cuts to existing public transport services. These cuts will inevitably make it more difficult for Coogee residents, particularly those with mobility challenges, those with young children and those who rely on Public Transport for their daily transport needs to get where they need to go quickly, safely and efficiently (i.e. with the minimum of changes from one vehicle to another). I applaud your intentions to provide more cycle lanes and walking paths in the area but some of us don't cycle, not all of us can walk long distances (especially in hilly Coogee/Randwick), and not all of us can afford to take taxis or ride-share vehicles for every trip we have to make. Some of us have infants to take around. Others have shopping to transport. Most of us, especially the elderly, have medical appointments to attend, especially when we are not feeling well and just want to get help as quickly and painlessly as possible. Those of us who have children want to ensure that they can get to and from school or university quickly and safely, or to their sporting fixtures or other extra-curricular activities which are so important for social development. We currently have a good public transport service in our area, even before the Light Rail was implemented. Already, some of our services have been cut, with many more to face the axe before the State Government has finished with it. And I believe that it is Randwick Council's duty and responsibility to protect and defend its citizens and ensure that their current and demonstrable needs are not sacrificed so that the State Government can score political points and win elections. Those of us in Randwick City who are opposed to the public transport cuts are requesting that the State Government launch an independent enquiry into the rationale and justification for the proposed changes. Does it make sense from an economic point of view? Does it fulfill the Government's own charter for providing transport services (as published on their website)? Does it address the real needs of the constituents of Randwick City? So I, on behalf of my fellow Randwick City residents, implore you to stand by us and stand with us and dissuade the State Government from throwing us under the bus before that service too is cancelled.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes In addition, action 1.10 of the Integrated Transport Strategy outlines that Council will explore opportunities to introduce on-demand public transport in areas underserved by public transport by 2023.

No.	Community submission	Council response
33	I am strongly opposed to the removal of busses 376,377. They have served South Coogee very well in the 80 years I have used them. As the Mayor says in his letter "Council wants to make sure we preserve and continue what is currently working well". I agree with him. As I age, I do not to be changing from busses to trains etc just to satisfy some political need. I could not cope doing this in cold wet weather and neither could other older persons, mothers with children and invalids. I do not want to battle ongoing pedestrian traffic over 250m. with people coming and going between busses and trains in congested Belmore Road. I don't want to face people opposite me (if I get a seat) or play kneesy with people on either side of me. I prefer a comfortably seat where I can look out the bus window and enjoy a relaxed comfortable trip through to the City. If you do your homework more carefully you will find the time taken involving the train (bus, walk, wait, train) will be longer. The busses are more flexible than trains in dealing with any disruptions. I listened to Tony Lehman and others on their webinar and found it a lot of waffle.You cannot compare Randwick with Toronto, Canada or Utrek in the Netherlands. They are totally different cities with totally different environments, using a totally different Grid system. Listen to the majority of your rate payers and act now before it is too late! Don't be influenced or dictated to by the Polliies in Macquarie Street. They have their own chauffeured cars to get around and will never use our local transport.! I hope Randwick Council will continue to support its own local people.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes

No.	Community submission	Council response
34	Great that you have a plan to build cycleways. What we need now is action. I've been hearing about the plan for a network for almost 10 years. It's still just as dangerous as ever for cyclists on Randwick's roads, if not worse. To make it happen could Council please ramp it up by: - investing in a cycling team - including dedicated engineers, community engagement person, and cycling behaviour change specialist - allocating significant funds (for construction and staff) - educating Councillors and traffic engineers about how other places have accelerated cycling both here in Australia (e.g. City of Sydney) and overseas (e.g. London, Paris, Portland, Boulder, and The Netherlands.) - thinking beyond separated cycleways which are of course expensive to build* * Could Council also please consider 'Quietways' (as they're known in London) or 'Bike Boulevards' (as they're known in Portland and Berkeley.) These are streets where cars slowed to bike speed (30km.) Motorists are given clear indication that they're guests on those roads and that pedestrians and cyclists are about. Here's a video on it - https://www.youtube.com/watch?v=vX8wkl7CwpU These are much cheaper to build and could quickly help Council build a cycling network. There are streets in the Randwick area where this could done. Council is also less likely to hit opposition from locals as making a street a quietway makes it safer and more liveable for residents. We badly need a safe cycling network to enable cyclists to get to where they want to go. Looking and learning from other places, allocating significant funds, and a real commitment to action will help Council deliver on the promises in its strategy.	We note your comments about the current bicycle network. Implementation of bicycle infrastructure typical relies on State Government funding, and all Councils along with Randwick compete for a limited funding supply. Action 1.2 of the Strategy commits to providing an additional 30km of safe cycling routes by 2031, which will include fully separated infrastructure where feasible. We will consider best practice including examples such as Quietways and Bicycle Boulevards to increase safety and deliver a safe walking and cycling network more quickly. In addition, consultation on the Bicycle Route Construction Priority Map (2015) is planned later in 2021 to gather community input to update and revise these routes. Further information will be advertised via the Council website and e-news closer to the time, and we look forward to receiving your input.

No.	Community submission	Council response
35	Detailed submission made via separate attachment.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes In addition, action 1.10 of the Integrated Transport Strategy outlines that Council will explore opportunities to introduce on-demand public transport in areas underserved by public transport by 2023.
36	The proposed future bus route of the 377 terminating at Randwick (or the proposed 375) does not cater for South Coogee residents wanting to get to Darlinghurst and the Goulburn St areas of the city without either walking to Coogee for the 374 or changing transport modes multiple times. The existing 377 route should be retained.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes
37	1. Extend light rail from Kingsford to Maroubra Junction as a priority, then extend to La Perouse 2. Build heavy rail at Maroubra Junction 3. More buses between Maroubra Junction and Coogee Beach - higher frequency or at least don't stop services until late evening/midnight (now they stop early evening) 4. More buses between Maroubra Junction and La Perouse (until the light rail would be in place) so there is more than one bus per hour in the evenings	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes As noted in actions 1.13 and 1.14 of the Integrated Transport Strategy, Council will continue to work with Transport for NSW on future plans for public transport in Randwick City.

No.	Community submission	Council response
38	We need transport from maroubra beach to both light rail stops at the moment it takes so so long on bus to get to the light rail it's quicker to just drive to city Also there should be a beaches link bus that just runs between maroubra and bondi stopping jst at the beaches	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes In addition, action 1.10 of the Integrated Transport Strategy outlines that Council will explore opportunities to introduce on-demand public transport in areas underserved by public transport by 2023.
39	I support the focus on sustainable transport, especially walking and cycling. In addition to safe, amenable and connected walking and cycling infrastructure and connectivity, there should be specific integrated planning for cycling to public transport interchanges - especially simple items such as bike parking near bus stops. I support Bicycle NSW and BIKEast's submission. The Principle of Inclusiveness should not refer to "customers" but "all" or "people". Thank you Randwick Council.	We note your comments on improved access for bicycle riders to public transport. Action 1.8 to provide new bicycle parking and action 1.15 which outlines improvements to accessibility and amenity at public transport stops will consider this as an important aspect of enabling multi modal trips. Thank you for your suggestion regarding the wording of the Inclusiveness principle. This will be updated in the Final Strategy.
40	I am concerned about some of the proposed changes to bus routes which are to be implemented. Extension of express buses into the city are required. Any reduction in bus routes or reduction in bus timetables would place great hardship on many pf the residents of maroubra.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes
41	Please focus on safe cycle ways. Plenty more of us would choose to cycle commute if we didn't have to share roads with (dangerous and aggressive) drivers. Protected cycleways are such an easy solution to many problems (community health, pollution). Anzac Parade and Avoca Street are low-hanging fruit for the Randwick Hospitals workforce. Thanks	Along with an additional 30km of safe cycle routes, a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. This will further develop the framework to deliver safe active transport and walking infrastructure across Randwick. Furthermore, Council is currently partnering with other interest groups to undertake Cycling Skills Courses and Guided Bike Commutes to better inform and educate local bicycle riders. To keep up to date with what is happening in this space please see the following link: www.randwick.nsw.gov.au/services/transport/bicycles In addition, actions included in the Strategy are to develop a Transport Mode Hierarchy and principles for Road Space Allocation to review how space is prioritised for different modes.

No.	Community submission	Council response
42	Great to see the transport vision for Randwick. I am interested in my local area in Coogee and have a few questions and comments: (1) are there plans to extend the tram network to Coogee Beach. This would create significant convenience for commuters to the CBD, reduce high reliance on visitors driving and parking their cars in Coogee. (2a) is there a plan to reduce the speed limit on Arden Street Street to 30km between Bream Street and Carr Street. (2b) is there a plan for a traffic light or crossing at Arden Street and Bream St, as this is becoming increasingly dangerous for pedestrians crossing to get to the beach. (2c) is there a plan to re-route buses away from the Arden and Bream Street intersection and re-route them to the Dolphin Street roundabout.	We note your queries regarding the Coogee area. Coogee is a key local centre for Council. Regarding the light rail network, Council is unaware of plans to continue the network to Coogee at this time. The South East Sydney Transport Strategy, developed by Transport for NSW, sets out a future public transport vision for Randwick and surrounding areas. Council will continue to work with Transport for NSW to advocate for strong public transport accessibility and links in the LGA. Thank you for the specific suggestions and solutions for the Coogee area - these will be looked at as part of a number of actions in the Strategy to address pedestrian safety and accessibility (1.4, 1.5), develop principles for road space allocation (2.2), and review speed limits in town centres and residential areas (2.7).
43	The issue of climate change was brought up in the webinar, but seems not to have been addressed in the Integrated Transport Study (ITS). The ITS refers only obliquely to the issues of residential amenity, environmental impacts and social impacts. Concentrating on safety, it devotes little attention to noise, pollution or aesthetics. One would have thought that a truly integrated study would have incorporated more consideration of mitigating all adverse effects of transport and not just those that are a primary focus of traffic engineering.	Impacts of transport on climate change are not directly referred to in the strategy. However, implicit in Outcome 1 – A transport network where sustainable transport options are the preferred choice for people is a positive impact on the climate by reducing emissions through an increase in active transport journeys. This is further highlighted by the three associated Objectives and targets to increase active transport trips, reduce private vehicle trips and increase the hybrid and electric vehicle ownership rates in the LGA.
44	Under the planned changes to bus routes there does not appear to be a seamless way to travel from South Coogee to the Darlinghurst/East Sydney area or an integrated transport transfer hub which will have a negative impact on your stated objective of increasing active transport mode share to 35% by 2031	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes

No.	Community submission	Council response
45	*Direct, frequent bus service from Little Bay to the city, no service terminations at the light rail. Public transport is slow now, if we have to change to the light rail at Juniors it will be even slower.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes
46	I want to see improvement to E. Suburbs buses. Transport NSW and the Government cut Clovelly bus services (see attachment) so that at certain times there is now no 338 or 339 into the city. Further they now plan in the near future to only have Clovelly buses going to the light rail terminus on Anzac Parade. That is just one of the examples of the planned bus cuts that will severely affect E. Suburbs residents. We need a diverse and smart transport service that works for THE PUBLIC - NOT to the whims of Government or private transport companies. We need transport that caters for all. Is diverse and environmentally smart by making it do good people drive less. . If routes are quieter than others - use smaller buses - or at certain hours when passenger numbers are lower-re-route to cover more areas - making transport more cost effective - but at the same time meeting the needs of the community.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes In addition, action 1.10 of the Integrated Transport Strategy outlines that Council will explore opportunities to introduce on-demand public transport in areas underserved by public transport by 2023.
47	Detailed submission made via separate attachment. (Find full response in Trim D04274668)	Thank you for your detailed submission. A full response will be sent to you directly.

No.	Community submission	Council response
48	General: I want to express general support for its intended outcomes and the strategies to achieve those. Specifically: 1. under Outcome 1 please include an additional strategy "to work with Transport NSW towards provision of safe and convenient access by active transport to key destinations (i.e. the "places" identified in the envisaged movement and place framework as referred to in Strategy 2.1) ALONG or ACROSS arterial roads controlled by the State government". This is closely linked to Strategies 2.2, 2.3, 2.5 and 2.7. 2. A 2056 target for zero fatalities is too far away: All local streets should have a 30km/h limit to increase the safety and amenity for all including the residents, pedestrians and cyclists. Similarly, the State controlled roads accessing the town centres or in the vicinity of the town centres should have lower speed limits, i.e. not greater than 50 km/hr. This is important particularly where a higher order (arterial/State controlled) road is the only option for accessing the town centre (e.g. the eastern side of the Randwick town centre). 3. In relation to Strategy 2.7 please prioritise the town centre of Randwick, to which pedestrian access from residential areas on its eastern side is severely compromised by the busy and fast Avoca Street.	We appreciate that the State Government target of 2056 for zero fatalities is some time way. Council will continue to review speed limits (in consultation with Transport for NSW, where required) in local centres and residential areas, as noted in action 2.7, to advocate for improved safety for vulnerable road users. We will also continue to identify locations for improvement and seek funding opportunities to support proposed improvements. We are aware of trial and fully implemented 30 km/h zones, and will continue to monitor and evaluate best practice in road safety from NSW and further afield to improve outcomes for vulnerable road users. The actions to develop a Transport Mode Hierarchy and Principles for Road Space Allocation (2.1 and 2.2) will provide Council with an agreed framework to use in reviewing different locations in the LGA, and a framework to use in advocating for safety improvements on State Government controlled roads. A planning strategy for Randwick Junction Town Centre was exhibited in late 2020. The subsequent work will consider improvements to access and movement for all modes in the town centre, and will look at strategies to improve safety for vulnerable road users.

No.	Community submission	Council response
49	1. Disappointed in the lack of attention to West Kingsford near the Australian Golf Course. West Kingsford barely mentioned in the Strategy. Poor services to date and little do have being taken away. Would have thought a strategy for the future would address this. My comments on the Strategy relate to this forgotten area's transport needs. More advocacy on behalf of locals is needed for real bus services close to home. 2. I am an elderly resident who does not drive. I like many other locals access POW hospital area, St Vincents Medical Precinct, Bondi Junction medical and for me medical also at Charing Cross. I rely on public transport to get to those medical appointments as well as to meet up with friends/shopping at Bondi Junction, Maroubra, Eastgardens, Randwick, Coogee, Supacentre, Matraville, the City, Glebe, Rosebery etc. Prior to Covid I was a regular public transport user several times a week and will be again post Covid, health permitting. My ability to do that with Transport NSW changes proposed will be greatly inhibited. I suspect many elderly will become isolated as going out will be just too hard. That then brings on mental health issues. The removal of the 400 bus service is a disaster for suburb accessibility as well as the reduction in Anzac Pde services. Also timely access to Taylors Square to get to St Vincents medical precinct for specialists etc is a mystery with the removal of many Anzac Pde services. 3. Virtually no existing transport services and certainly nothing viable within 400m. The "real" closest is 1k away at NIDA or 1.7m at Kingsford/Rainbow St. The 300m to Day and Eastern Aves Kensington is to a service virtually to nowhere because not where want to go. In any case runs every half hour. That service no longer goes to the City but to Redfern with no direct service at all for the return from the City to Day/Eastern Avenues. The 302 along Eastern Avenue southbound to Eastgardens around each half hour or hour(I forget since Covid) not sure if that is scheduled for removal. That short route has been great and needed, even though the service is infrequent. At least the bus stop is close and goes directly to Eastgardens. Distances obtained via Google Maps. 4. 4.2.1 is simply not true for West Kingsford. Page 38 does not mention West Kingsford. There are many other areas in the Strategy/Study that omit to mention West Kingsford . 5. The travel times mentioned in the Study/Strategy don't seem to take into account the long distances walking to catch the relevant transport and the infrequency of some of the services. Bearing in mind that nearly 1/3rd of households in Kingsford/Kensington don't have a car. 6. The focus on walking and cycling does little to enhance the Strategy in my view for seniors. the	Thank you for your detailed comments, and we note your concerns regarding access to public transport, particularly in the West Kingsford location, and appreciate that not all residents will choose or have the option to walk or cycle. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes In addition, action 1.10 of the Integrated Transport Strategy outlines that Council will explore opportunities to introduce on-demand public transport in areas underserved by public transport by 2023. The purpose of this would be to support the public transport network and identify gaps and lower levels of accessibility in certain areas.

No.	Community submission	Council response
50	I support the principles of the Strategy. I support Randwick's position to make walking and cycling a viable alternative to private vehicles. I would like to see more information about how walking will be improved in the LGA, including providing wider footpaths, more crossing opportunities, and opportunities to work with school in encourage walking to school.	We appreciate the importance of creating safe walkable places and a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. This will further develop the framework to deliver safe active transport and walking infrastructure across Randwick, including infrastructure which separates bicycle riders and pedestrians where possible. In addition, further actions in the Strategy are to improve safety for pedestrians each year at identified crash sites, and to develop a Transport Mode Hierarchy and principles for Road Space Allocation to prioritise pedestrians and other vulnerable road users in local centres. Council works with schools in the area on a range of road safety initiatives, including encouraging walking and riding bicycles to school. We will continue to seek opportunities to assist schools in this regard.
51	Your so called improved integrated transport does not address the needs of the community. Essential bus services are being discontinued and the light rail does not go in the direction commuters need and adds up to 30 minutes to travel time, added costs. The current walking paths , footpaths in most areas of the municipality are not being repaired and are a trip hazzard Residents are parking across footpaths in front of garages, making it dangerous for a person when having to walk around the vehicle. A footpath is for pedestrians not for a vehicle to be parked. Bike riders should be made to pay for a license similar to a car license. All boats, trailers and non vehicles should be made illegal to be parked and left for years on residential streets. These occupy valuable parking spaces for residents' cars. This is one of the ways effective parking needs for residents can be achieved	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes We appreciate the importance of creating safe walkable places and a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. This will further develop the framework to deliver safe active transport and walking infrastructure across Randwick, including infrastructure which separates bicycle riders and pedestrians where possible. We appreciate that parking is valued by many residents, and will continue to investigate emerging parking and guidance systems and implement solutions to balance accessibility and turnover, as outlined in action 3.4 of the Strategy. As per action 3.2, Council will also develop and implement a set of principles to guide parking management and the resident parking scheme.
52	I still don't think pedestrians and walking is given enough emphasis. People will walk more if it is pleasant and prioritised. We leave near rainbow Street Ps and RBHS. The traffic around these schools is terrible and dangerous. Do more to get people out of cars and onto transport or walking. I just don't think this strategy goes far enough	We appreciate your comments about pedestrians and the importance of creating safe walkable places. A key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. This will further develop the framework to deliver safe active transport and walking infrastructure across Randwick, including infrastructure which separates bicycle riders and pedestrians where possible. The Green Grid Strategy will aim to integrate green space and tree canopy cover with walking routes to improve pedestrian amenity. In addition, further actions in the Strategy are to improve safety for pedestrians each year at identified crash sites, and to develop a Transport Mode Hierarchy and principles for Road Space Allocation to prioritise pedestrians and other vulnerable road users in local centres.

No.	Community submission	Council response
53	The only issue in Randwick LGA is parking. It is not even mentioned. What a joke.	We appreciate that parking is valued by many residents, and will continue to investigate emerging parking and guidance systems and implement solutions to balance accessibility and turnover, as outlined in action 3.4 of the Strategy. As per action 3.2, Council will also develop and implement a set of principles to guide parking management and the resident parking scheme.

No.	Community submission	Council response
54	Good afternoon, Today I received your strategy documents. Firstly, thank you for informing me about the direction of Randwick City Council in three important areas. I would like to provide some feedback on the Integrated Transport Strategy. I note your intention in Outcome 1 to increase the active transport mode share by 9% over the next 10 years. This is a laudable goal, which will improve the health outcomes of residents. Outcome 2 appears to support Outcome 1, assuming you can work cooperatively and persuasively with the NSW government on public transport services. Below are my comments about Outcomes 1 and 2. Included in these comments are some questions for which I would welcome your advice. Outcome 1 •The objective of achieving an electric or hybrid vehicle ownership rate of 5000 by 2031 assumes you are contributing to a whole of government effort to convince owners to purchase these vehicles. Unfortunately, your strategy does not point to the detail of how you will achieve your objective. If you intend to increase ownership to 5000 in 10 years, what is the number of charging stations you intend to provide? At what rate per year? In which locations? Your website currently advertises 8 locations. What will be the balance between public recharging stations and commercial recharging stations? If you cannot provide this information, I must conclude that your objective may not be achieved. It may be naive to assume that commercial entities will follow your strategic lead if there is no incentive for them. They are applying business strategies, which involve waiting for a critical mass of electric vehicle ownership before committing money and land to electric chargers, at the expense of land dedicated to petrol sales. As a reference point, you might want to consider how long it took for diesel motors to become commonplace in cars, before the price of diesel matched the price of petrol. Even at that point, there is still only 1 diesel pump per set of bowlers at every service station in the country. When do you think critical mass will occur for electric vehicle chargers in commercial settings? In the interim, will Council carry the expense for the gap? Do you have a "stop loss" point where you have to abandon the objective? What are the risks contributing to that decision? Outcome 2 • Has Council turned its attention to the poor behaviour of cyclists on our roads. I have been driving in this LGA for 37 years and can say with absolute certainty that a majority of cyclists do not obey the road rules to which I must adhere. I assume you have stopped your car at a set of lights and watched a cyclist ride through the intersection without waiting for the light to turn green. Setting aside the obvious legal breach, my concern is that in this example the cyclist puts their life and that of drivers at serious risk. What is the council's specific proposal to educate cyclists and enforce the road rules. A strategy is only as good as the tactics underpinning it. Where would I find your detailed tactics? Without this information, I have no idea whether your proposal of "Improving road safety through targeted education and information campaigns" is for drivers, cyclists, or both. •There is no mention of the breakdown of casualties by transport mode. So, could the majority of	Thank you for your detailed comments. With regard to electric vehicle and hybrid ownership, action 1.18 of the Strategy is to provide 5 new publicly accessible electric vehicle charging stations per year until 2031. This will add to the existing Eastern Suburbs EV public charging network. To further support electric and hybrid vehicle ownership, action 1.17 is to require the provision of electric vehicle and electric bicycle charging stations in new residential and commercial buildings, and investigate the feasibility of providing subsidies to encourage installation of charging stations in existing residential and commercial buildings by 2025. Council is committed to improving road safety for all modes, particularly vulnerable road users, and to supporting education of all road users through a variety of campaigns. Council is currently partnering with other interest groups to undertake Cycling Skills Courses and Guided Bike Commutes to better inform and educate local bicycle riders. To keep up to date with what is happening in this space please see the following link: www.randwick.nsw.gov.au/services/transport/bicycles With regard to crash statistics, these represent all casualties, and are sourced from the NSW Centre for Road Safety. A more detailed breakdown of data is available here: https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/index.html

No.	Community submission	Council response
55	Randwick Council, Thank you for the opportunity to give feedback for what I hope is a genuine community consultation process. Recently I participated in an online survey, distributed by The Minister for Transport, Andrew Constance, regarding the NSW State Government's proposed "NEW integrated transport network" for the South-East. This survey was a complete sham and the subsequent letter I wrote with my concerns about cuts to bus services in Randwick, (attached below) was ignored. Many of the issues I addressed in my letter apply to Council's Integrated Transport Strategy Principles: Safe, Sustainable, Inclusive, Collaborative, Healthy and balanced. I strongly agree with the statements from the Draft Introduction: "The ability to move around plays a key role in our quality of life, the choices we make" And "Having safe, viable transport alternatives gives us real options with the way we move around" I applaud Council's plans to increase cycle ways and provide additional footpaths, encouraging residents to choose healthier and viable transport options. The need for these additions is evident after the experience of the past year and a half, during Covid. Residents have greater appreciation of the open spaces, walkways, beaches and parks that are available in our area. What concerns me in the Transport Plan is Council's support of improved transport "by working closely with Transport for NSW", that promises to "deliver alternate viable public transport options for people moving around the Randwick council area". These "viable public transport options" you speak of is pressure (I label it "bullying" in my letter) on residents, especially the elderly and those less able, to break their journey and having to transfer to the light rail to access the CBD and Central Railway. I outline in my letter (below) the problems people will have with the proposed changes and I offer this as feedback on your Transport Plan. I have lived in Randwick Municipality and been a rate payer for 45 years. I proudly support Council's environmental, social and cultural programs and hope that Randwick Council is genuine when it states, "We support and facilitate public transport use and have long advocated for improved public transport to our city". I also hope Council will listen to residents and advocate on our behalf before Transport for NSW cuts our services.	Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes In addition, action 1.10 of the Integrated Transport Strategy outlines that Council will explore opportunities to introduce on-demand public transport in areas underserved by public transport by 2023. The purpose of this would be to support the public transport network and identify gaps and lower levels of accessibility in certain areas.

No.	Community submission	Council response
56	Really appreciate the opportunity to have a say on the draft strategies that Randwick city council is putting forward. Regarding the third objective of outcome 1: I would suggest that 5000 vehicles may not be an ambitious enough target if it is to include hybrid as well as electric vehicles. Would it instead be possible to use a metric based on proportion of new car purchases by residents (e.g. x% of new private vehicle purchases are electric) or is that data too hard to come by? Regarding strategic approach 1.2: 30km does not feel like an ambitious enough target considering the current sense of risk I personally feel when cycling in the eastern suburbs. With a hilly terrain like is found in this area I believe a bit more is needed to ensure the safety of all road users. Connecting specific high traffic destinations should be a priority. Examples in my mind include city/centennial park to UNSW lower campus off-road entirely if possible; UNSW lower campus to Maroubra Junction; and a coastal route that safely gets from Gordon's bay area to South Coogee and onward to Maroubra beach. Kind regards,	With regard to the third objective of outcome 1, we appreciate your feedback and have suggested an amendment to the Strategy to achieve an ownership rate of over 5000 electric or hybrid vehicles by 2031, as reliable data on purchases is not yet readily available. We note your comments about the current bicycle network. Implementation of bicycle infrastructure typical relies on State Government funding, and all Councils along with Randwick compete for a limited funding supply. Action 1.2 of the Strategy commits to providing an additional 30km of safe cycling routes by 2031, which will include fully separated infrastructure where feasible. We will consider best practice including examples such as Quietways and Bicycle Boulevards to increase safety and deliver a safe walking and cycling network more quickly. In addition, consultation on the Bicycle Route Construction Priority Map (2015) is planned later in 2021 to gather community input to update and revise these routes. Further information will be advertised via the Council website and e-news closer to the time, and we look forward to receiving your input.
57	I have a great idea that will generate traffic to Maroubra beach. Create a 'fairy trail' on the rocks from the Grumpy Baker to the Pool Cafe. Obviously the area will need to be cleaned up and a safe pathway created. It would have lots of little fairy doors glued onto the rocks for the kids to find. There would be little toadstools to sit on and maybe some interactive things about the environment and area. It would be a great adventure and free family fun. I reckon people will come in droves just for this alone. I don't think there is a fairy trail in Sydney so this would be the first.	Thank you for your submission. We appreciate the importance of creating safe walkable places with increased amenity, and a key outcome of the Integrated Transport Strategy is to develop an 'Active Transport Plan' and 'Green Grid Strategy' (by 2024) to improve active transport and improve pedestrian amenity. This is outlined in 'Outcome 1' of the strategy. Suggestions such as these can be considered as part of the process of expanding the walking network in the LGA.
58	Detailed submission made directly by email. (Find full response in TRIM D04273775)	Thank you for your detailed submission. A full response will be sent to you directly.

No.	Community submission	Council response
59	Integrated Transport Strategy I agree with the principles you have described on page 4 of the document. 1.3, 1.4- Green Grid- I was glad to hear of this. We need to get out and about in green spaces, walking or biking, for pleasure or to go somewhere (instead of driving or waiting for unconnected buses.) Thank you,	We appreciate your support for the strategies noted in your response.
60	Detailed submission made directly by email. (Find full response in TRIM D04273723)	Thank you for your detailed submission. A full response will be sent to you directly.
61	Thank you for sharing the strategy summaries. I understand that these are probably a fait accompli and that you would prefer feedback that endorses them. My feedback relates to all three strategies generally, as I see similar problems across the board. However, I will highlight examples from the transport strategy and leave it to you to decide whether you want to do anything about it. The problem relates to goal-setting in such a way that when the goal comes due there is no misunderstanding about what was intended or whether the goal has actually been achieved. Remember that by the time 2031 comes around your current opposition could be in power, and may not have the same objectives as you. They may or may not want to make it appear that the goals have been met or were relevant in the first place. In my experience it is all too easy to twist goals set in the past and current performance to make them fit however they need to fit. It is better to deal in absolute numbers and be very clear about what it is you want to change. Your plan has some weaknesses in this regard. One warning sign is the use of percentages or misdirected goals. Here are some examples: 1. Achieve an ownership rate of 5000 electric or hybrid vehicles by 2031. I think what you really intend is that the number of petrol or diesel vehicles reduces, not that the number of other vehicles increases. It would be entirely possible for this goal to be met without improving air quality, global warming or energy efficiency at all! 2. Achieve a 50% reduction in casualties on the road network from a 2018 baseline of 269 incidents	With regard to the third objective of outcome 1, unfortunately, it would not be possible for the Council to measure if an electric vehicle was purchased 'in lieu of a petrol or diesel' vehicle. However, we can be more ambitious by seeking to achieve an electric vehicle ownership rate of over 5000. Baseline data has been included in the Strategy to enable measurement against targets. The data in question for this outcome is sourced from the NSW Centre for Road Safety. We appreciate your comment regarding parking occupancy. The 85% peak occupancy is a typical standard used to enable best practice parking management. Further actions in the Strategy are to develop a Transport Mode Hierarchy and principles for Road Space Allocation, as well as to review kerbside usage in local centres. These actions will support a review of how parking is currently allocated and managed.

No.	Community submission	Council response
62	Dear Council, RE: Integrated Cycling Strategy CYCLE PATHS: I have been a bicycle commuter for over 35 years, both in Vancouver, Canada, and in Randwick. While I live in Randwick, my daughter currently goes to Bondi Public School, so five days a week I cycle twice a day from the Spot to Bondi Public with a six-year-old girl on my bicycle. I am very familiar with commuting safely in Randwick traffic. The biggest mistake Council cycling planners make (which is why they Sydney cycling lanes failed) is to not think "efficiency" when getting from A to B. Dedicated cycling commuters always want to get from point A to point B in the quickest, shortest and flattest way possible. It takes energy and work to cycle, and a bicycle is propelled by a quarter horsepower at best, and a cycling commuter is doing this work on their to, or back from, 8 hours of work. This includes how the route is surfaced. A good cycling surface should easily accommodate a speed of 30 km/h. If a cycling lane or surface cannot be negotiated at 30 km/h, which includes too many chicanes or bumps, then a bicycle commuter will avoid it. This also includes being able to be "first off" at a traffic light. If a cycling lane makes a cyclist have to do some convoluted crosswalk journey, or wait for cars first, then a dedicated commuter cyclist will always avoid the cycling lane at a traffic light or roundabout. A cyclist will always want to end up in front of a car lineup. That's part of why they are cycling!!! To repeat, a cycle commuter will ALWAYS take the quickest, shortest, flattest route possible from point A to point B, and they will always avoid any cycling route that slows them down, regardless of how pretty it looks. Perhaps now it becomes obvious why the Sydney cycling lanes failed, and why many pretty cycling lanes are not used. They are simply not practical or expedient from a cycling commuter's perspective. Randwick is a superb place to create a more integrated cycling environment, and it would be amazing to have more space for cyclists. The council is definitely moving in the right direction, and I would be happy to offer more thoughts on how to create better byways, as I cycle these streets every day. CYCLING EDUCATION FOR THE COMMUNITY: One of the reasons more people do not cycle in Sydney is because it is scary. I say this as an expert, having over 35 years of commuter cycling experience, much of it in a far less hospitable place weather wise--Vancouver, BC. For cycling to become more integrated, there MUST be more education about sharing the road. Cyclists and motorists SHARE the road. First, commuting cyclists need to be educated. Cyclists are the good guys, which means they are friendly towards each other! Many cyclists, even in Centennial Park, don't seem to understand that all bicycles, all good. We are friendly towards one another, we are courteous towards one another as	We note your comments about the current bicycle network. Implementation of bicycle infrastructure typical relies on State Government funding, and all Councils along with Randwick compete for a limited funding supply. Action 1.2 of the Strategy commits to providing an additional 30km of safe cycling routes by 2031, which will include fully separated infrastructure where feasible. We will consider best practice including examples such as Quietways and Bicycle Boulevards to increase safety and deliver a safe walking and cycling network more quickly. Council's current Bicycle Route Construction Priority Map reflects feedback from all types of bicycle riders in the community. As noted, funding for a bicycle network may not always be readily available, and proposals often need to demonstrate that bicycle infrastructure will support less confident riders to take up riding and increase overall participation in active transport. Consultation on the Bicycle Route Construction Priority Map (2015) is planned later in 2021 to gather community input to update and revise these routes. Further information will be advertised via the Council website and e-news closer to the time, and we look forward to receiving your input. Furthermore, Council is currently partnering with other interest groups to undertake Cycling Skills Courses and Guided Bike Commutes to better inform and educate local bicycle riders. To keep up to date with what is happening in this space please see the following link: www.randwick.nsw.gov.au/services/transport/bicycles In addition, action 1.17 of the Strategy will 'Require the provision of electric vehicle and electric bicycle charging stations in new residential and commercial buildings, and investigate the feasibility of providing subsidies to encourage installation of charging stations in existing residential and commercial buildings by 2025.' This will support the adoption of more electric transport. With regard to bicycle racks on buses, Council is aware of these examples however this is something to be determined by the State Government.

No.	Community submission	Council response
63	I note that one of the outcomes hoped to be attained in Randwick City Council's 10 year future plan is "Working with Transport for NSW to provide a public transport stop within 400m of all residential dwellings by 2029". This would have to be an unrealistic goal given that the current State Government proposal is to reduce the number of bus stops associated with some existing eastern suburb bus routes within the Randwick City Council area. For example, the State Government has recently published a map that depicts the current section of the 399 bus route along Bay Parade, Malabar, be completely deleted from the 399 bus route. This removal of the Bay Parade portion of the 399 bus route will result in local residents having to walk up either Howe Street, Napier Street or Raglan Street to reach Prince Edward Street where the 399 bus route will travel along. This may seem trivial except for the fact that Bay Parade is almost at sea level whilst Prince Edward Street is at a much greater elevation above Bay Parade. It is also reported that the existing bus stop at the corner of Raglan Street and Prince Edward Street, is to be eliminated - a bus stop which services elderly people wishing to attend the Dorothy Boyt Nursing Home in Raglan Street. Whilst the above may be just one specific example of the State Government's alteration to the	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes In addition, action 1.10 of the Integrated Transport Strategy outlines that Council will explore opportunities to introduce on-demand public transport in areas underserved by public transport by 2023.
64	General Manager, Can we investigate the possibility of Anzac Parade central median strip used as a dedicated cycle path for commuters and residents alike. Starting with La Perouse to Maroubra and a further investigation to link into the city to benefit everyone. This would greatly reduce the cyclists on a dangerous road path during peak hours into the city. Kind Regards,	We note your suggestion to develop a bicycle path along the central median of Anzac Parade. This route has indeed already been identified in Council's current Bicycle Route Construction Priority Map (2015), and will be further assessed for future development and implementation.
65	Detailed submission made directly by email.	Thank you for your detailed submission. A full response will be sent to you directly.
66	Integrated Transport etc. It is excellent that this is looked at most carefully. The proposed dramatic changes to public area have not been presented for the information of people in the area. The present information is most unsatisfactory. For your information - where I live I am not able to get one bus into the city, St Vincents Hospital or Circular Quay.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes

No.	Community submission	Council response
67	Hi there, Thanks for providing the draft online. I believe there may be a typo? On your webpage: This is 3x the amount listed in the PDF - page 7 - Which is correct? 10km or 30km? Thank you,	Thank you for drawing our attention to this typo in the initial version of the Draft Integrated Transport Strategy.
68	I have just received your integrated Transport Strategy. It promises well with a lot of good talk about sustainable transport initiatives. I thought it promised 30km of new separate bike lanes. But later the promise is for 10km of bike lanes. By 2031. Which is 1 km every year. Can you please explain the utter lack of ambition and realism when it comes to creating a "sustainable, healthy" network fit for the 21st century. It is risible. Best wishes	Thank you for drawing our attention to this typo in the initial version of the Draft Integrated Transport Strategy.
69	We live in South Maroubra and we could not find out the proposed changes made to bus route 397. All we want is to be able to get on the 397 which would take us directly to Taylor Square for our appointments at St Vincent's Hospital, or to Circular Quay, which the 397 is doing now. We are not able to walk a long distance any more so we hope you could still carry on the same. Thank you.	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes
70	To the Mayor Just read your newsletter in which you point "integrated transport strategy" I cannot imagine it when NSW government proposed CUTS significantly OUR LOCAL BUSES leaving people without the it Please keep in mind not to CUT our local buses	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes

No.	Community submission	Council response
71	Dear Mayor, The strategies website gave me the horrors reminding me of the Coogee Bay Road venture..or disaster for our area this year. As commented @ time, you'd think Kings Cross if not for the fact it was such a horror show with lights etc. @ time. I'm also curious as to the Transport strategies' Working with NSW Government' as we in Coogee will have to take 2 forms transport, then walk CBD with maybe walker, stick or stroller to destination/s beyond George Street. Slow Light Rail, extra time, harder clambering on/off 2 forms transport with potentially crowds of others. An ill thought out, stupid plan, strategy way off the planet. I recall one of the assistants @ so called Community Consultation prior to Light Rail didn't know where Coogee was - neither does Gladys! Nor the inconvenience. That's why we all attended the 'Save Our Buses' rally last Sunday 30 May!	We note your concerns about changes to public transport. Council has formally written to Transport for NSW to raise concerns over the proposed bus routes and timetable changes directly impacting the Randwick community. Please see Council's Ordinary Meeting held on the 29th June 2021 for further details on the Council's recommendation in the following link: https://www.randwick.nsw.gov.au/about-council/council-and-councillors/council-meetings/business-papers-and-minutes