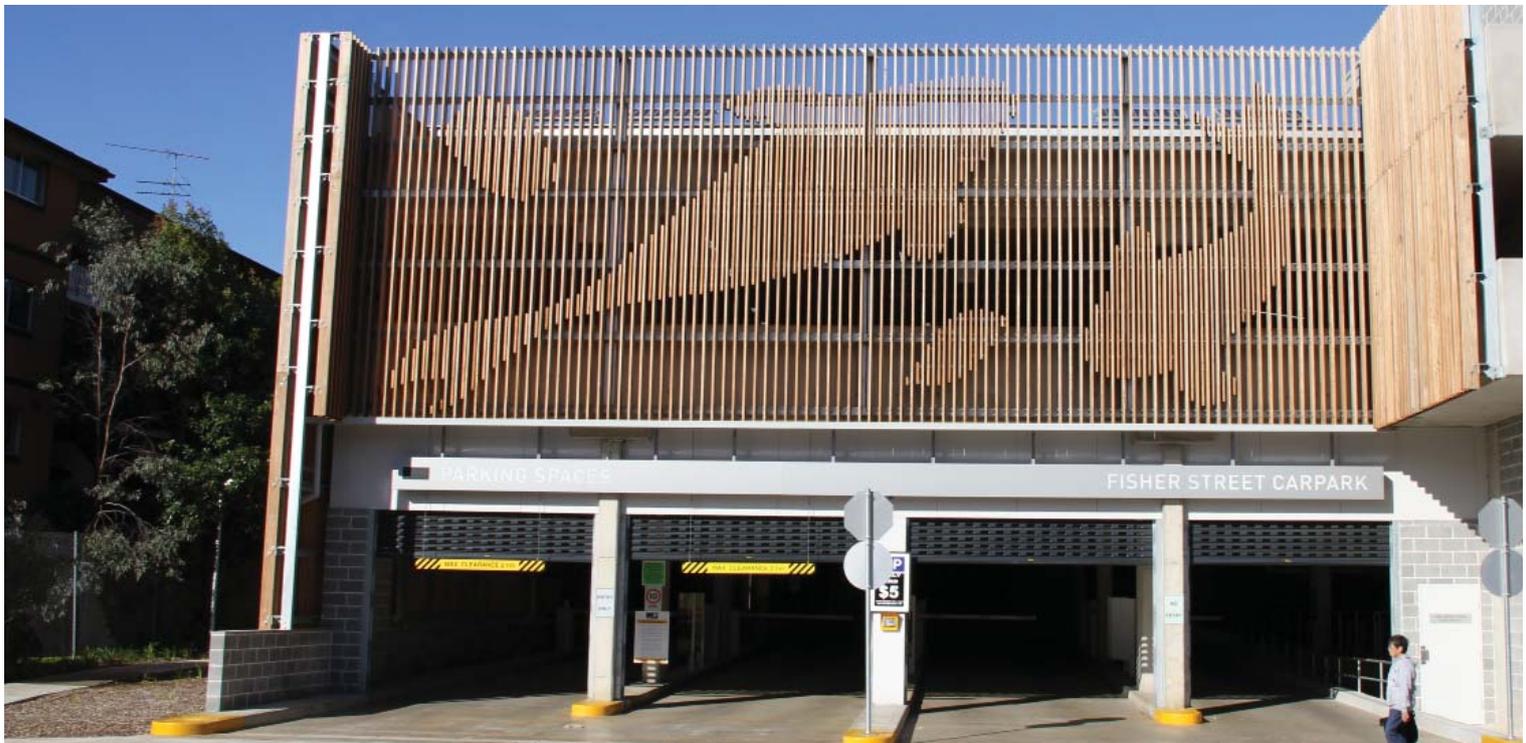




# FAIRFIELD CITY INTEGRATED TRANSPORT STRATEGY AND ACTION PLAN



JUNE 2011

# BACKGROUND

## BACKGROUND

This document, to be read in conjunction with Fairfield City Integrated Transport Framework (Green Paper) -Towards an Integrated Transport Plan 2011, outlines the key objectives, strategies and actions that needs to be undertaken as part of the development of an integrated transport plan.

As the Fairfield City Integrated Transport Framework (Green Paper) - Towards an Integrated Transport Plan 2011 is an in depth document that maps out where we are at and where we want to be, this document has been developed in table format for ease of reading and reporting on the key strategies and actions, rather than developing another document that would be repetitive.

This strategy draws on international best practice in Integrated Transport Planning. It also reflects the community feedback that was received from Council's Community Survey 2010 that was developed for the Fairfield City Community Strategic Plan.

## WHAT IS AN INTEGRATED TRANSPORT STRATEGY?

One of Fairfield City Council's major goals is the development of Fairfield as an accessible city. From this statement it is expected that our City will be one which connects people, places and activities and has a wide choice of safe, affordable and convenient transport options.

The Council also has environmental goals, which imply seeking to reduce the adverse impacts of providing accessibility, and equity goals, which seek to achieve a more even distribution of the benefits of accessibility amongst different social groups.

The Fairfield City Integrated Transport Strategy and Action Plan clarifies what Council wants to achieve in respect of accessibility, and managing the effects of accessibility, and how it intends to move in the direction of what it wants to achieve.

The Fairfield City Integrated Transport Strategy and Action Plan builds on the Policy statement outlined in the Fairfield City Integrated Transport Framework (Green Paper) as follows:

That Council:

1. Will work with Government and the industry to ensure that Fairfield City has an integrated, safe, convenient and accessible transport system that meets the need of residents and businesses.
2. Acknowledges that different community transport policy needs can be in conflict with each other and, therefore, shorter term decisions can impact on longer term community benefits. (These needs include: improved public transport, increased public car parking, improved interchanging and more train stations that are accessible for people with disabilities).
3. Support NSW Government directions on:
  - a. encouraging increased public transport usage,
  - b. increased active living options (eg through more cycling and walking),
  - c. reducing vehicle emissions to support environmentally sustainable targets eg global warming and
  - d. developing transport to support land use development
4. Recognises that the best way of addressing the community, Council's and NSW Governments needs is to develop a Fairfield City integrated transport strategy and action plan that is coordinated with:
  - a. NSW Government integrated transport plan
  - b. Integrated transport plans for nearby major centres (Liverpool, Parramatta and Penrith) and
  - c. Regional plans developed for western Sydney

Linking with the Fairfield City Integrated Transport Green Paper, this strategy sets out the directions in which Council will pursue in the form of strategic directions as follows:



1. Develop effective partnerships across government, industry and the community to create an interconnected and coordinated transport system
2. Reduce traffic congestion and vehicular emissions
3. A quality bus network with excellent bus services
4. Provide a more accessible public transport system
5. Direct freight links to our industrial areas subject to there being no significant impacts on local residents
6. Optimise the use of existing and proposed bus Transitways
7. Improved personal safety on public transport, at transport interchanges and public transport stops
8. Strategically plan for car parking at our local town centres and a metropolitan car parking policy be developed for the whole of Sydney that would include commuter car parking
9. Better integrate transport and land use planning
10. Better coordination of integrated transport plans amongst neighbouring Councils
11. Improve local road safety
12. Improve walking and cycling facilities that support a healthier lifestyle
13. Review existing transport funding streams and seek new funding opportunities for Council controlled transport infrastructure and services
14. A seamless transport system that includes quality interchanges, integrated ticketing and state of the art information communication systems

A number of Strategies are identified, which, if achieved, would contribute to realising the above directions. Actions are ways in which the Strategies may be implemented and Responsibilities outline who will be responsible for undertaking these actions and Timeframes are when they should be completed.

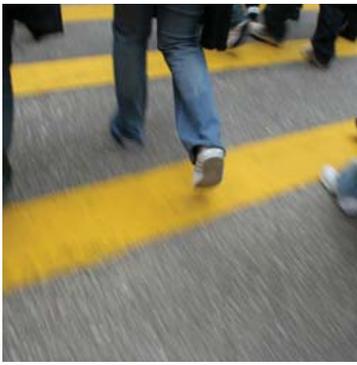
Strategic Directions, Strategies, Actions, Responsibilities and Timeframes are set out in a table that shows which Strategy relates to which Strategic Direction, which action

relates to each strategy and so on. The Table as a whole encapsulates Council's approach to dealing with integrated transport.

The Integrated Transport Strategy and Action Plan is not a transport/land use "plan" in the conventional sense of it showing what infrastructure improvements and changes to land use would be ideal. The Strategy recognises the need for infrastructure improvements and land use change, but addresses a large number of other factors that affect the ease and convenience of access in and around Fairfield City. Amongst these are the funding arrangements that affect the quality of public transport, information requirements, safety issues and the accessibility needs of special groups. The Strategy and Action Plan is also concerned about reducing unnecessary travel and the adverse impacts of travel.

The Fairfield City Integrated Transport Strategy and Action Plan considers the full range of means available to Council to address integrated transport issues. As well as considering how Council might allocate resources towards infrastructure improvements, the Strategy is concerned about other ways in which Council itself might improve opportunities for accessibility and the environment for travel. More than this, the Strategy addresses issues that are the responsibility of other levels of government. The Strategy identifies what it is that Fairfield City Council can do in these arenas, regardless of where primary responsibility lies. As a result, the Strategy is as much concerned with strategies of, for example, lobbying and education, as it is with expenditure.

The Fairfield City Integrated Transport Strategy and Action Plan is a working document, or management tool, for those in Council responsible for accessibility outcomes. It identifies what needs to be done, on a number of fronts and in the first instance, to implement the selected Strategies. As initial Actions are undertaken, further Actions should be identified in order to "take the next step". The Strategy and Action Plan document should be regularly updated in the light of actions taken and resulting decisions. There will also be a change in circumstances, impossible to anticipate now, that will need to be reflected in the Integrated Transport Strategy and Action Plan over time.



## STRATEGIC DIRECTION 1

*Develop effective partnerships across government, industry and the community to create an interconnected and coordinated transport system*

STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Engage with NSW and Commonwealth Governments transport and land use planning decision makers	1.1 Establish relationships with decision makers in the new NSW Department of Planning and infrastructure and Department of Transport and identify potential transport funding sources.	Policy and Community Development Branch. Year 1
	1.2 Establish relationships with Commonwealth Department of Infrastructure, Planning and Regional Services and also Infrastructure Australia and identify potential transport funding sources	Policy and Community Development Branch. Year 1
	1.3 Develop a lobbying strategy to secure funding for the development of an Integrated Transport Plan from Commonwealth and/or NSW Government	Policy and Community Development Branch. Year 1
2.0 Engage with Fairfield City community	2.1 Inform our business and residential community of Council's new direction in integrated transport planning that will better respond to their needs as identified in the community survey undertaken for the Community Strategic Plan 2010.	Policy and Community Development Branch. Year 1
	2.2 Engage the Fairfield City community as required during the development of an Integrated Transport Plan	COD. Years 2-5
	2.3 Establish a community and business leaders task force to support lobbying efforts for the funding of the development of a Fairfield City Integrated Transport Plan	Policy and Community Development Branch. Year 1
3.0 Engage with WSROC and neighbouring Councils on the coordination of transport plans for the region	3.1 Encourage WSROC and neighbouring Councils to ensure neighbouring and regional transport plans are coordinated with Fairfield City Integrated Transport Plans.	Policy and Community Development Branch. Year 1
4.0 Engage with transport industry	4.1 Establish a working party comprising of relevant transport industries across all modes of transport that would help steer the development of the Fairfield Integrated Transport Plan and which would report its findings to Fairfield City Traffic Committee and Council for adoption.	COD. Year 1-5
5.0 New transport proposals and/or work activities developed by Council staff and/or Transport Industry are checked for integration with other modes	5.1 Establish a process that checks new transport planning work/activities to ensure integration with other modes and activities.	COD. Year 2



## STRATEGIC DIRECTION 2

*Reduce traffic congestion and vehicular emissions*

STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Promote the reduction of unnecessary car trips	1.1 Promote active transport options to encourage people to walk and cycle to short and easy destinations eg schools, shops rather than use the car*	COD and CSD. Commence in Year 1 and then ongoing
	1.2 Review success of other car sharing schemes and, if successful, scope the potential for a Fairfield City car sharing schemes	COD. Year 3
2.0 Promote the reduction of fuel consumption	2.1 Seek RTA Green Fleet accreditation and implement any necessary actions and policies thereafter	CSD. Year 1
	2.2 Develop and promote 'Top Ten' fuel reduction and savings tips for Council staff and the general community	Sustainability Branch. Year 1
	2.3 Scope a campaign to promote the environmental benefits of fuel efficient vehicles in conjunction with NRMA Motoring and Services	Sustainability Branch with input from COD. Year 2
3.0 Promote the use of public transport	3.1 Support the efforts of local bus and Transitway operators and City Rail to promote the use of public transport services to our local community	COD. Ongoing
	3.2 Develop research into understanding barriers to embracing the use of public transport by our local community*	COD. Year 2
4.0 Improve the efficiency of Fairfield City road network	4.1 Continue with Council's traffic management (eg intersection upgrades) programs to ensure traffic flow is maintained but not at the expense of the attractiveness of public transport usage	CSD. Ongoing
	4.2 Continue with development of planned new road links such as Boral Link Road and Canley Vale Link Road	CSD
5.0 Promote alternate fuels and hybrid vehicles	5.1 Scope the benefits of utilizing alternate fuels eg ethanol blends	Sustainability Branch. Year 2
	5.2 Investigate the benefits of utilizing hybrid and/or electric vehicles	Sustainability Branch. Year 2



### STRATEGIC DIRECTION 3

*A quality bus network with excellent bus services*

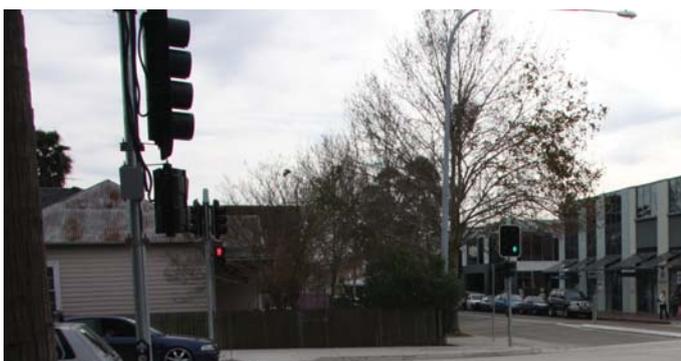
STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Advocate for improved bus services to local destinations in addition to Liverpool and Parramatta major centres	1.1 Advocate for a review of bus services within Fairfield City, incorporating community input, to redress the existing inadequacies of the servicing of local destinations and increase the number of bus kilometres allowed and frequency of services	COD Year 1
	1.2 Work with established local community and business groups to identify inadequacies in local bus services and present these to NSW Government	COD Year 2
2.0 Remove barriers on bus travel between and within Fairfield City suburbs	2.1 Review Council's position on which roads cannot be used by buses eg objections by community, inadequate pavement strength	CSD Year 2
	2.2 Review whether residential objections to bus routes in their street can be overcome	CSD Year 2
	2.3 Identify options for allowing bus services on light pavement roads eg external funding grants to strengthen pavements	CSD Year 2
3.0 Review Council's policy on providing bus waiting facilities (shelters, seats hard standing areas)	3.1 Identify constraints to providing improved bus shelters, seats and standing areas and options for overcoming constraints	COD Year 3
	3.2 Develop a list of sites that require additional facilities in cooperation with local bus companies	COD Year 3
	3.2 Identify funding sources for improved facilities where considered appropriate	COD Year 3
4.0 Identify future bus routes and services that would service future development	4.1 In conjunction with NSW Department of Transport, identify where bus routes and bus priority measures will need to be developed as new higher density and industrial developments come on stream. To be undertaken as part of a multi-modal computer transport model*	COD Year 3
5.0 Ensure public transport is affordable for low income households	5.1 Advocate for more affordable public transport fares for low income households	COD. Ongoing as part of IPART reviews
6.0 Ensure bus services better integrate with trains	6.1 Advocate for better integration of bus-rail including timetables and ensure that bus-rail interchanges such as at Fairfield and Cabramatta stations are upgraded	COD. Ongoing



**STRATEGIC DIRECTION 4**

*Provide a more accessible public transport system*

STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Provide improved public transport for Fairfield City aged and infirmed community	1.1 Advocate for an audit of existing public transport facilities to determine deficiencies in the system for the elderly and infirmed and have these deficiencies rectified.	COD. Year 2
2.0 Provide improved public transport for local youth who do not have access to cars	1.2 Assist local bus operators to identify barriers to utilizing public transport for employment destinations, such as early morning services to Smithfield-Wetherill Park industrial area, for youth, and advocate for their resolution	COD. Year 2
3.0 Help promote South West Sydney Community Transport Inc services to the community	3.1 Distribute relevant information through Council networks	FCC. Ongoing
4.0 Improve availability of accessible taxis for people with disabilities	4.1 Review current wheelchair accessible taxi numbers in Fairfield City and if too low, lobby the taxi industry to provide an adequate number of taxis	COD. Year 2
5.0 Provide community buses for local community groups	5.1 Continue providing Council's community buses for use by local groups	CSD. Ongoing
6.0 Ensure Council provided public transport facilities are DDA compliant	6.1 Audit Council's existing bus shelter, seats and standing areas programs to ensure they meet Council's Disability Action Plan accessibility criteria target of 55% by 2012	CSD with COD input. Year 2
7.0 Better accommodate motorized scooters that are used by the elderly and infirmed	7.1 Review Council's footpath policy eg wider footpaths may be required	COD with CSD input. Year 4

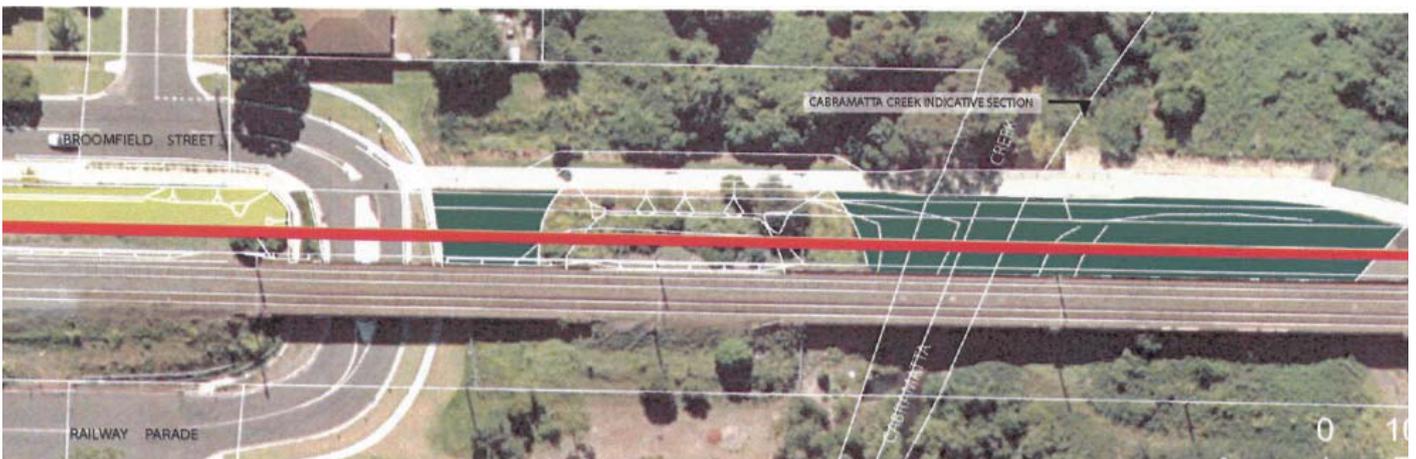




## STRATEGIC DIRECTION 5

*Provide direct freight links to our industrial areas subject to there being no significant impacts on local residents*

STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Establish new road corridors to service new employment lands within Fairfield City	1.1 Assess the need for, and develop a case for, a new road link between the new distribution warehouses being constructed west of Wallgrove Road and Smithfield-Wetherill Park industrial area *	COD Year 4
2.0 Develop positive outcomes from the proposed development of the western Sydney container freight rail line, which would pass along the Wetherill Park industrial area, and the intermodal terminal at Prospect	2.1 Assess the impacts of the proposed new western Sydney container freight rail line on Fairfield City and develop a case, if appropriate, to protect the local community from any adverse impacts*	COD. Year 4
	2.2 Identify the need for new road links between the Prospect Intermodal Freight terminal and Fairfield City*	COD. Year 4
	2.3 Advocate for the protection of residential areas where new road corridors are being planned	COD. Ongoing as required
3.0 Ensure Southern Sydney Freight Line (SSFL) does not unnecessarily adversely impact on the local community	3.1 Provide input into the development and implementation of SSFL plans such as public art works, urban design and landscape plans	COD with input from Council project team. Ongoing until completion
	3.2 Ensure DoP monitors projected noise impacts do not exceed projected targets	ESD. Year 2

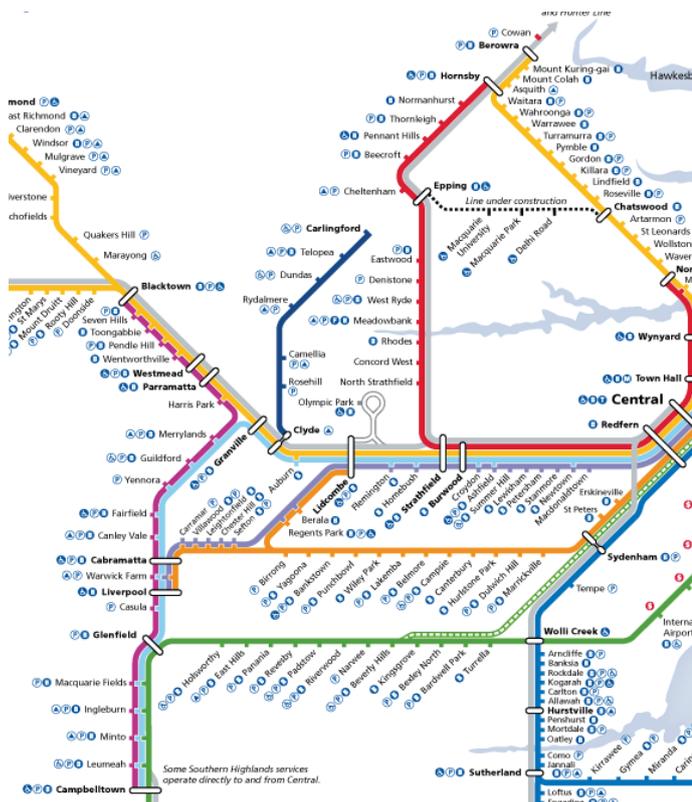




## STRATEGIC DIRECTION 6

Optimise the use of existing and proposed bus Transitways

STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Improve access to Liverpool –Parramatta Transitway for the local community	1.1 Advocate for improved car parking interchanges for the Liverpool-Parramatta Transitway within Fairfield City	COD. Year 4
	1.2 Identify gaps in pedestrian and cycle route connections to the Liverpool-Parramatta Transitway within Fairfield City and determine priority needs for future works	COD. Year 4
2.0 Plan for proposed new Transitway corridors	2.1 Embed proposed new Transitway corridors (such as Bankstown to Blacktown via Prairiewood and Prairiewood to Penrith) into NSW Transport Plans and also Fairfield City transport plans	COD. Next review of Sydney Metro transport plan
	2.2 Advocate for final location of Transitway corridors to be locked under construction and for corridors to be acquired in the medium term	COD. Following the next review of Sydney Metro Transport Plan





## STRATEGIC DIRECTION 7

*Improved personal safety on public transport, at transport interchanges and public transport stops*

STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Address personal safety 'hot spots' at existing transport interchanges and public transport stops	1.1 Promote the use of a Police telephone hot line to report anti-social behaviour at transport interchanges and stops	COD. Ongoing
	1.2 Advocate for a personal safety audit of all public transport interchanges within Fairfield City and advocate for a remedial measures program to be established	COD. Year 2
	1.3 Continue to collaboratively address with other agencies existing Liverpool to Parramatta Transitway personal safety concerns.	COD. Ongoing
2.0 Apply Crime Prevention Through Environmental Design (CPTED) principles to all new transport capital works programs	2.1 Expand Crime Prevention Plan to incorporate new Transport Interchanges (eg Fairfield railway station) proposals	COD. Ongoing
3.0 Ensure personal safety at transport stops and interchanges are embedded in local crime plans	3.1 Include addressing of problematic public transport interchanges and stops into local crime plans	COD. Ongoing



PARRAMATTA TO LIVERPOOL

Time Period	Parramatta	Finlayson	Woodpark	Wetherill	Prairieview	Bonnyrigg	Miller	Memorial
	A	B	C	D	E	F	G	H
MONDAY-FRIDAY								
AM	.....	.....	.....	.....	.....	4:45	4:53	4:59
	.....	.....	.....	.....	.....	5:04	5:13	5:19
	5:14	5:20	5:26	5:33	5:37	5:42	5:51	5:57
	5:32	5:38	5:44	5:51	5:55	6:00	6:09	6:16
	5:49	5:55	6:01	6:08	6:13	6:20	6:29	6:36
	6:04	6:11	6:17	6:24	6:29	6:36	6:45	6:52
	6:21	6:29	6:36	6:44	6:49	6:56	7:05	7:12
	6:31	6:39	6:46	6:54	6:59	7:06	7:15	7:22

**STRATEGIC DIRECTION 8**

Strategically plan for car parking at our local town centres and ensure a metropolitan car parking policy be developed for the whole of Sydney that would include commuter car parking

STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Develop a car parking provision plan for shopper and visitor needs without compromising the ability of the road network to cope with the resulting increased traffic movements	1.1 Identify the maximum number of car parking spaces that can be accommodated within our existing road network for each of our major town centres (Fairfield, Cabramatta, Canley Heights, Canley Vale)- to be developed in conjunction with a new computer transport model*	COD with ES. Years 1-3 (to cover all major town centres)
	1.2 Identify locations where new car parking can be built	COD. Years 1-3 (to cover all major town centres)
	1.3 Develop a schedule of works and a funding program for future car parking provision, including developer contributions*	COD with ESD. Years 1-3 (to cover all major town centres)
2.0 Price the usage of existing car parking according to desirable transport policy outcomes	2.1 Develop a vision for car parking and accompanying policies for each of the major town centres (Fairfield, Cabramatta, Canley Heights, Canley Vale)*	COD with ES. Years 1-3 (to cover all major town centres)
	2.2 Review the existing, and identify new, car parking fees and charges for car parking in each of the major town centres that support the revised car parking (and broader transport) policies	CSD and COD. Years 1-3 (to cover all major town centres)
3.0 Establish a Sydney wide metropolitan car parking policy	3.1 Advocate for the completion of a Sydney Metropolitan car parking policy that clearly articulates the 'top-down' direction for car parking in Fairfield City, particularly commuter car parking	COD. Year 1
4.0 Secure additional funding for commuter car parking	4.1 Advocate for confirmation of promised and funding for commuter car parking at Cabramatta and Canley Vale railway stations and also for additional funding for commuter car parking at Transitway stations	COD. Ongoing



**STRATEGIC DIRECTION 9**

*Better integrated transport and land use planning*

STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1. Coordinate future strategic land use plans and policies with integrated transport plans and policies to ensure they are seamless	1.1 Develop respective land use and transport plans so they are complementary and not conflicting from a policy perspective*	COD and ESD. Ongoing
	1.2 Develop transport plans (TMAPS) to support the Residential Development Strategy for each of the 6 key centres east of the Fairfield City i.e. Fairfield, Cabramatta, Canley Vale, Canley Heights, Fairfield Heights, Villawood *	COD and ESD. Year 2 for Cabramatta town centre; Year 3 for Fairfield town centre; Year 4 for Canley Heights and Canley Vale town centres and new employment lands and Year 5 for Villawood town centre
	1.3 Develop transport plans (TMAPS) to support the Residential Development Strategy for the western area of the Fairfield City i.e. Wakeley, Edensor Park, Greenfield Park and Wetherill Park*	COD and ESD. From Year 6 onwards
2. Ensure the transport system can cope with proposed land use densities	2.1 Scope and develop a multi-modal computer transport model that would test the transport system's ability to cater for increased land use densities for our key centres*	CSD with COD input. Year 1 onwards





## STRATEGIC DIRECTION 10

*Better coordination of integrated transport plans amongst neighbouring Councils*

STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Ensure transport plans for neighbouring Councils are compatible with Fairfield City Transport Plans and vice versa	1.1 Establish a transport planning officer coordination group between Fairfield City Council and the neighbouring Councils of Holroyd, Liverpool and Penrith to harmonise transport plans wherever possible	COD. Year 2
2.0 Ensure Fairfield City Transport Plans meet NSW Government mode split targets to support nearby major centres of Liverpool, Parramatta and Penrith cities	2.1 Align Fairfield City transport plans with trip targets of NSW Government for Penrith, Liverpool and Parramatta major centres	COD. Ongoing

## STRATEGIC DIRECTION 11

*Improve local road safety*

STRATEGIES	ACTIONS (and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Improve road safety/driver education	1.1 Continue with Council's road safety campaigns which support those of NSW Government	CSD. Ongoing
2.0 Improve road safety infrastructure	2.1 Advocate for increased NSW and Commonwealth Black spot road funding	CSD. Ongoing
	2.2 Continue with Council's traffic management and speed management programs	CSD. Ongoing
3.0 Improve pedestrian safety	3.1 Continue with Council's pedestrian safety infrastructure programs	CSD. Ongoing
4.0 Improve cyclist safety	4.1 Encourage individuals and groups to undertake the externally run Community and Road Education Scheme (CARE) program	CSD. Ongoing



## STRATEGIC DIRECTION 12

*Improve walking and cycling facilities that support a healthier lifestyle*

STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Improve walking facilities	1.1 Review Council's design standards (eg footpath width) and target of providing a footpath on one side of each local road and both sides in town centres to ensure these still meet today's community needs (eg motorized scooters used by the aged and infirmed)	CSD. Ongoing
	1.2 Identify gaps in the footpath network that discourages people from walking to bus stops and using public transport	COD. Year 2
	1.3 Advocate for funding of additional pedestrian facilities from Premieres Council for Active Living program or similar	COD. Ongoing
2.0 Improve bicycle facilities	2.1 Review Council's Fairfield City Bike Plan 1995 to incorporate recreational and non-recreational bicycle routes as well as bicycle parking facilities and seek funding for their implementation*	COD. Year 4
	2.2 Continue to support and, where possible, expand the bicycle recycling program	COD. Ongoing

## STRATEGIC DIRECTION 13

*Review existing transport funding streams and seek new funding opportunities for Council controlled transport infrastructure and services*

STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Develop a case for more external funding	1.1 Compile a list of all external funding programs that Council currently receives	COD. Year 1
	1.2 Identify gaps between programs Council currently accesses and what is available	COD. Year 2
	1.3 Review our funding submission process to identify whether additional funding could be secured	COD. Year 2
	1.4 Establish a lobbying task force comprising influential local community and business leaders in order to seek additional funding from NSW and Commonwealth Governments	COD. Year 2



**STRATEGIC DIRECTION 14**

*A seamless transport system that includes quality interchanges, integrated ticketing and state of the art information communication systems*

STRATEGIES	ACTIONS (*and whether additional resources are needed to undertake)	RESPONSIBILITY AND TIMEFRAMES
1.0 Improve public transport interchanges within Fairfield City	1.1 Lobby NSW Government to continue with planned upgrade of Fairfield railway station interchange	COD. Year 1
	1.2 Lobby NSW Government to provide additional commuter car parking at Cabramatta railway station as planned.	COD. Year 1
	1.3 Lobby NSW Government to upgrade remainder of Cabramatta railway station and its bus interchange	COD. Year 2
2.0 Improve integrated ticketing facilities	2.1 Advocate for a seamless ticketing system to be installed and have Fairfield City considered as one of the first areas of a planned roll out	COD. Year 2
	2.2 Lobby NSW Government to ensure the cost of integrated ticketing is not a financial burden on Fairfield City Community	COD. Year 2
3.0 Develop state of the art information communication systems for public transport	3.1 Lobby for electronic communication systems to be installed at public transport interchanges at Cabramatta, Villawood, Fairfield and Canley Vale railway stations for patrons to be better informed	COD. Year 3

