



# Submission to Draft Future Transport Strategy 2056



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## Executive Summary

Planning for the future delivery of an effective and efficient integrated planning and transport infrastructure network in the Greater Sydney Region comes with significant responsibility. The next 40 years will present a series of considerable planning challenges and opportunities in Western Sydney, all of which must be met with a collaborative, coordinated response from all tiers of government.

The NSW Government, through its *Draft Future Transport Strategy 2056* (and other ‘*Our Greater Sydney 2056*’ planning documents) has commenced an excellent dialogue in establishing a vision for transport in Western Sydney, the Greater Sydney Region and NSW.

However, for the Government’s vision to be realised, its draft Strategy requires a definitive ‘action plan’ that articulates exactly what transport infrastructure will be delivered, where it will be located (i.e. corridor preservation) and when it will be constructed.

Camden Council has identified a number of key issues regarding transport planning in the Camden LGA and Western Sydney, highlighting points of concern, implications and recommendations for project outcomes. Council would welcome the opportunity to engage further with Transport for NSW in discussing these issues, to assist in realising the vision enshrined in the *Draft Future Transport Strategy 2056*.

## Key Messages

To assist Transport for NSW in assessing the following submission, Council’s key messages are grouped to align with the NSW Government’s vision for transport, focused on the six outcomes; namely:

1. Customer Focus;
2. Successful Places;
3. Growing Economy;
4. Safety & Performance;
5. Accessible Services; and
6. Financial & Environmental Sustainability.



### Customer Focus – supported by key infrastructure

**Key Issue for the Camden LGA** – there is an urgent need to determine a timeframe for corridor preservation/acquisition and construction of strategic road and rail infrastructure.

Council commends the NSW Government for its vision for customers in the *Draft Future Transport Strategy 2056*. There is a shared commitment for both Council and Transport for NSW in ensuring that customers are at the centre of everything we do.

However, Council is equally committed to both existing customers (community) as well as advocating for future customers – our community that will grow throughout the Camden LGA over the next 40+ years. To ensure existing and future customers/community are best served, it is important that Transport for NSW work with Council and the Greater Sydney Commission in determining definitive timeframes for the corridor preservation and future construction of the:

- Outer Sydney Orbital;
- North-south rail link in the Western Parkland City (i.e. Western Sydney Airport-Badgerys Creek Aerotropolis to Campbelltown-Macarthur, via Oran Park and Narellan);
- Leppington Western Sydney Airport-Badgerys Creek Aerotropolis train link.

### **Successful Places e.g. Western Sydney Airport/Aerotropolis**

*Key Issue for the Camden LGA* – while the Airport is not within the Camden LGA, as a future city-shaper, the Aerotropolis needs early provision of supporting infrastructure.

With regard to the development of future successful places in the Greater Sydney Region, the Western Sydney Airport and the Badgerys Creek Aerotropolis will provide the connectivity needed to support Australia's third largest economy – Western Sydney. Early provision of supporting transport infrastructure e.g. north-south rail, Outer Sydney Orbital etc., as well as a comprehensive mid-tier arterial road network is needed to facilitate this connectivity and consequent growth of our economy.

To achieve successful places in Western Sydney is to provide liveable communities for people that will move to the Camden LGA in the future. Transport can influence as a 'placemaker', with the capacity to shape an urban environment. As new suburbs are developed (e.g. Rossmore, Marylands) it is important that an integrated approach to transport and land-use planning occurs. This will ensure areas such as future rail stations activate the urban landscape, rather than inhibit its development.

### **Growing Economy – via transport infrastructure investment**

*Key Issue for the Camden LGA* – to support economic growth, urgent action is required to alleviate road congestion through public transport infrastructure investment.

With the projected population growth, both Australian and NSW government investment in transport infrastructure e.g. Western Sydney Airport, north-south rail etc. will influence core planning objectives, including affordable housing, connectivity, liveability, resilience and sustainability. Effective land use and transport integration is required to ensure positive growth and investment outcomes occur as a result in Western Sydney.

It is noted that one of the key criteria of the *Draft Future Transport Strategy 2056* is to facilitate sustainable and efficient economic development of Sydney's metropolitan region i.e. "a transport system that powers our future \$1.3 trillion economy". Congestion and extended travel times are widely regarded as one of the greatest barriers to productivity in developed economies. For example, in Australian capital cities, the estimated avoidable cost of urban traffic congestion is \$12.9 billion (2010) and by 2020 it is expected to cost over \$20 billion (Source: Bureau of Transport, Infrastructure and Regional Economics).

As part of the NSW Government's vision of a system to support the Greater Sydney growing economy, public transport can play a pivotal role in alleviating urban congestion with each train on Sydney's railways removing approximately 1,000 cars from its roads. Travel times in Western Sydney can be up to 2 hours in each direction for some commuters. Reduced congestion and improved travel times are therefore a significant benefit of investment in rail, and this is especially true for peri-urban areas and regional centres where investment in public transport infrastructure is low.

## Safety & Performance

*Key Issue for the Camden LGA – need for an integrated and safe transport system, achieving a 30 minute travel performance with reduced pedestrian and vehicle accidents*

One of Council's key objectives in its Community Strategic Plan is to achieve an "Integrated and safe transport system", with the performance indicator to "maintain or reduce the number of pedestrian and vehicle accidents". Council is committed to working actively with the NSW Government in achieving these objectives and supporting similar objectives in the *Draft Future Transport Strategy 2056*.

With regard to transport performance, it is noted that Western Sydney is primarily reliant upon road based transport connections. Public transport is focussed on radial rail corridors; however the frequency of services is low outside of peak hours. As a result of the transport provision and land use patterns, access in the area is primarily facilitated by car travel accounting for upwards of 90% of all travel.

The number of opportunities, including jobs, which can be reached by car often significantly exceeds those reachable by public transport, walking or cycling. Western Sydney's imbalance between available jobs and those seeking employment, means that people need to travel longer distances to get to work or to access other essential services. Comparatively, the concentration of jobs in eastern Sydney means that Sydney's west has significantly lower numbers of jobs that can be reached within a reasonable travel time.

The 30 minute city is where people can comfortably access their daily needs within a one hour travel budget – ideally by walking, using a bicycle and catching public transport. Fundamental to delivery of the 30 minute city is urban rail networks, urban density and integrated land-use planning. The concept aims to ensure that communities and businesses have access to the skills they need to successfully participate and compete in the transition to an economy based on services, knowledge and innovation.



## Accessible Services

*Key Issue for the Camden LGA – early, coordinated provision of roads and infrastructure, ahead of development to facilitate access for all transport network users.*

As part of its visionary initiatives for NSW and the Greater Sydney Region, to facilitate the successful delivery of integrated transport infrastructure, Transport for NSW should consider a vision that:

- Develops a well-connected, well-designed and free-flowing road network supported by appropriate infrastructure for a growing City that provides effective movement of people and goods within the local area and broader region;
- Prioritises the delivery of roads and transport infrastructure (identified as part of the NSW Government SIC Levy for the South West Priority Growth Area e.g. extension of Rickard Road) early in the development of new urban and industrial areas to ensure the community have appropriate access;
- Ensure the provision of road and transport infrastructure is coordinated with the delivery of other infrastructure, delivered by both NSW and local governments;
- Improves road and transport safety through a range of innovative engineering and community programs and education aimed at improving driver behaviour, reducing road and pedestrian fatalities and injuries, and addressing the need for safe transport options; and
- Builds and improves regional transport linkages through effective planning, partnerships and joint action.

While it is acknowledged that the *Draft Future Transport Strategy 2056* does not examine a prescribed corridor alignment for the various transport options, Council notes that future detailed planning of these routes should be made available as a matter of urgency, and Council would seek to comment further on these detailed plans subject to their future availability.

The detailed planning of the proposed transport corridor routes should also maximise the use of existing public land, to reduce impacts on existing residential properties, and seek to reduce severance issues on individual properties.

Any proposed future transport corridor through existing established areas is supported on the basis of considering undergrounding arrangements to reduce the severance of communities, mitigate noise and amenity impacts on the existing developed areas, and to reduce impacts on the community directly affected by acquisitions for any above ground option.

## Financial & Environmental Sustainability

*Key Issue for the Camden LGA – need to actively provide and promote the use of sustainable transport modes in Western Sydney to reduce car dependence.*

Early delivery of strategic transport infrastructure should promote financially sustainable outcomes for government in meeting transport needs in Western Sydney and the Greater Sydney Region. For example, early construction of a north-south rail line will

facilitate an affordable connection to the Western Sydney Airport, promoting success for both items of infrastructure as each supports the other through transport network synergies; while at the same time enabling scope for value sharing as part of a comprehensive funding solution.

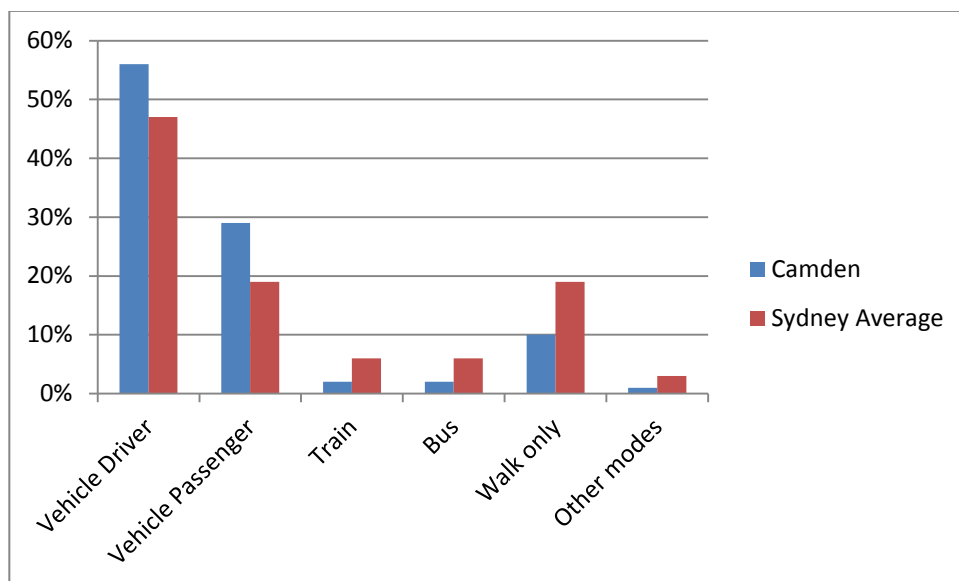
Financial sustainability of the future transport system is also contingent on equitable funding mechanisms, particularly when it comes to capital investment for new infrastructure. While planning legislation reform is outside the remit of the *Draft Future Transport Strategy 2056*, it is important that Transport for NSW acknowledge the role of developer charges (i.e. SIC levy, Section 94 etc.), and actively collaborate in working with local government and the NSW Department of Planning & Environment in securing future development funding strategies.

The extension and provision of an integrated transport network throughout the Western Parkland City (and the Greater Sydney Region) presents an excellent opportunity to capitalise on growing the proportion of travel by sustainable modes.

Based on the 2014/2015 Household Travel Survey, travel within the Camden LGA is currently dominated by the use of private cars, with 85% of trips being undertaken in a vehicle either as a driver (56%) or passenger (29%).

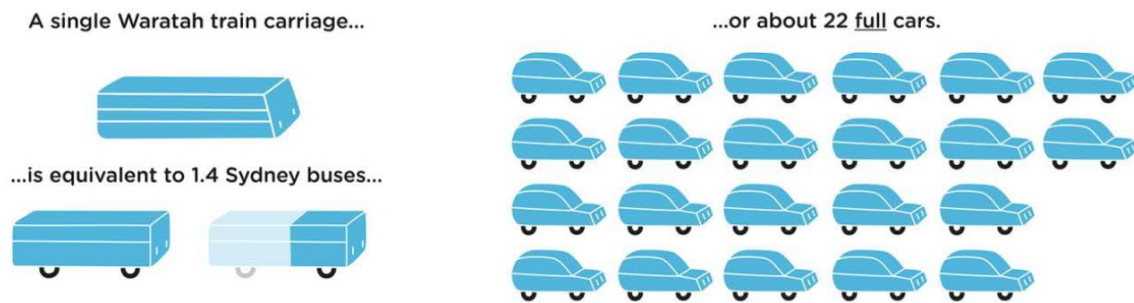
The high percentage of travel by vehicle is considered largely due to limited public transport coverage, adverse topography, large distances between origins and destinations in the local government area and a large proportion of residents working outside of the area.

As demonstrated in the figure below, residents in the Camden LGA travel by vehicle more than the Sydney average and use less environmentally friendly forms of transport, i.e. train, bus and walking, when compared to the Sydney average.



**Figure: Mode of transport in Camden LGA compared with Sydney average**  
 Source: Household Travel Survey 2014/2015

These statistics highlight the scope for potential to grow the proportion of travel by sustainable modes (e.g. rail) in Western Sydney, particularly in the Camden LGA. Such outcomes would support improvement in the energy efficiency of the transport sector, with opportunity to incrementally remove vehicles from the road network, which is already under significant stress despite recent and ongoing capacity improvements.



## Ongoing engagement

Council encourages Transport for NSW to have an ongoing commitment to engage with Council and the community, to ensure that any future transport planning strategies are drafted/implemented holistically.

While it is acknowledged the NSW Government has taken an integrated approach to land-use and transport planning, it is noted that the *Draft Greater Sydney Region Plan* and *Draft Future Transport Strategy 2056* have different closing dates for comment. Council recommends a coordinated approach in future community consultation.

In reference to the *Draft Future Transport Strategy 2056* document, it is noted that a number of the included plans/maps are comprised of extensive information, making them difficult to read given their size. Improved mapping in the final Strategy (e.g. maps for Growing the Greater Sydney Network p.79) is recommended.

## Council's Submission to *Draft Future Transport Strategy 2056*

It is noted that the NSW Government's future transport strategy initiative is comprised of a range of strategies and plans. In this regard, Council's following submission details its responses to the:

- *Draft Future Transport Strategy 2056*; and
- *Draft Greater Sydney Services and Infrastructure Plan*.

Council's submission is structured to respond to each of the headline issues, as depicted in these respective strategies and plans.

Brief comments are also made in response to the *Draft Regional NSW Services & Infrastructure Plan*, *Draft Tourism & Transport Plan* and *Draft Road Safety Plan*.



## Draft Future Transport Strategy 2056

### 1. What is Future Transport 2056?

- The *Draft Future Transport Strategy 2056* reflects on the importance of transport planning choices made today, and the facing of 'fork in the road' decisions with long term impacts. It states, *"We don't want to risk business as usual approaches that miss opportunities to reshape future travel behaviours....Long term transport planning - ...can support a productive economy, liveable communities and a more sustainable society"*.

This aspiration highlights the significant need for urgent preservation of strategic transport corridors throughout Western Sydney i.e. north-south rail, Outer Sydney Orbital, Spring Farm Parkway etc. In this regard, sterilisation of land once transport corridor options are defined highlights the need to determine a clear timetable for acquisition, beyond the statutory planning protections, and provide greater certainty around the approach to development applications involving significant capital investment.

In proceeding with the identification of any transport corridor option alignments, in regard to preservation of a corridor via statutory planning controls, the need for a clear and timely program for land acquisition is important. Implications for the sterilisation of land resulting from corridor preservation will be significant for certain landowners. Transport for NSW would be aware that landowners had previously purchased land within the South West Rail Link Extension exhibited corridor alignment, and subsequently faced degrees of un-certainty regarding interim use, securing finance etc. as a result. Coupled with other associated issues, such as a potential change in how the subject land is valued (thus having an impact on the value of Council Rates), may create a potentially adverse circumstance for certain landowners.

Preservation of a corridor via statutory planning controls should also ensure provision of a clear statement as to permissible interim use of affected land. This will provide landowners, particularly in existing rural areas, with a degree of certainty as to the ways their land can be used until such time as it is acquired by the NSW Government.

In addition, clarification and direction is also required on the approach to be taken toward development applications, particularly those which involve major investment, prior to finalisation of any recommended corridors.

- The draft Strategy has noted transport as a 'placemaker' in its description of liveable communities, transforming public domain, activating centres and unlocking new activity. Investigation into a staged release of precincts in the South West Priority Growth Area, concurrently with staged construction of a north-south rail line (i.e. one station and rail for every one precinct released), with a view for timely roll-out of the rail line will assist in realising this vision. For example, an option of releasing a new precinct in the South West Priority Growth Area to correspond with staged construction of the rail line, may promote an

orderly release of land for development supported by infrastructure. An approach of one rail station constructed for every one precinct released may warrant further investigation.

**Council recommends that Transport for NSW:**

- On reserving the future transport corridors (rail and road) via statutory planning controls, proceed to implement a timely land acquisition strategy, and clarify permissible interim uses, with a view to circumventing any adverse planning outcome on any impacted landowner. Clarification and direction is also required regarding any future approach to development applications.
- As part of the further investigation into an extension of the South West Rail Link, that Transport for NSW work collaboratively with the Greater Sydney Commission, in determining options for a staged approach to rail line construction concurrent with precinct release in the South West Priority Growth Area.

## 2. A vision for Transport

- Transport is an organising element of growth, as much as placemaking, innovation and technology have become the cornerstones of the contemporary city.

In this regard, Council acknowledges the NSW Government's 40 year vision for state-wide outcomes to guide investment, policy, reform and service provision in the support of growth; namely:

1. Customer focused.
2. Successful places.
3. Growing the economy.
4. Safety and performance.
5. Accessible services.
6. Sustainability.

While Council's submission expands further on these points, it is important to note that the Camden community has developed a vision for the future of its LGA (*Key Direction 4, Council's Community Strategic Plan*). There are clear synergies with the NSW Government's vision, particularly around integrated transport planning solutions, along with the provision of safe, efficient and sustainable transport options in support of future growth.

### Key Direction 4

**Effective and sustainable transport underpins all aspects of an accessible and functioning place.**

Transport impacts on the health of the natural environment as well as the health and well-being of people able to connect with their community and services. It impacts on the effectiveness and amenity of the urban environment, and on the viability and growth of the local and regional economy.

An accessible Camden LGA means that people are able to travel easily within their own local area and are well connected to the wider Macarthur and metropolitan regions.

Effective and sustainable transport for the Camden LGA would include:

- affordable, convenient and integrated public transport that is a viable choice over private vehicles
- infrastructure that enables and encourages healthy forms of transport such as walking and cycling
- safe and uncongested roads
- support structures that enable public and private transport systems to operate effectively, including interchanges, traffic management and parking.

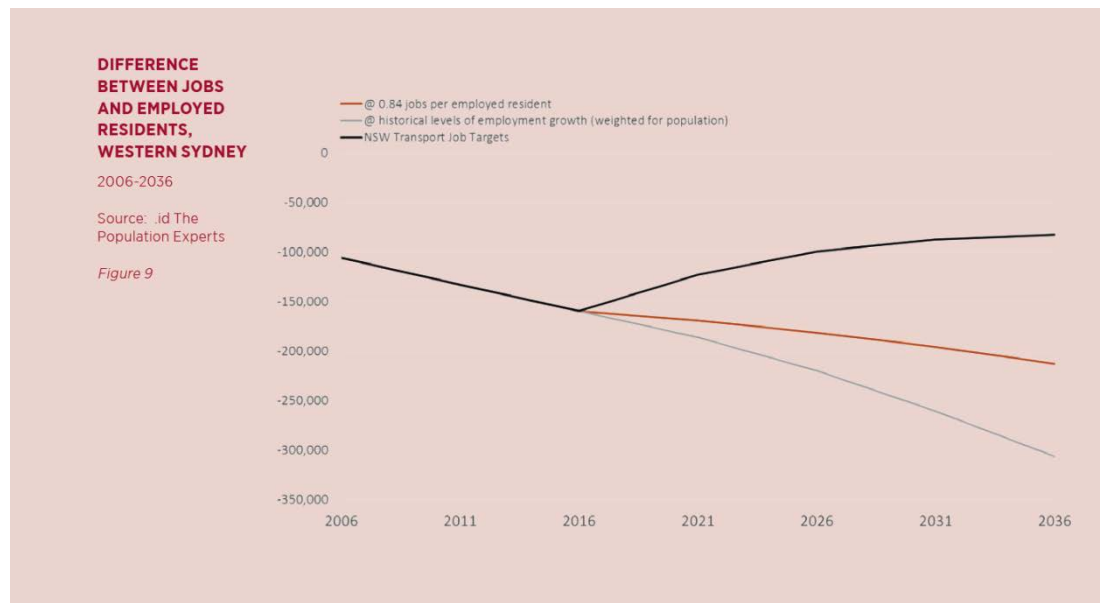
Source: Camden Community Strategic Plan 2017

- Council’s Economic Development Strategy for the Camden LGA, seeks to undertake an active role in developing a strong and prosperous local economy as a key part of managing the large-scale urban growth of the area.

In support of this initiative and others similar to it throughout Western Sydney, a transport system is needed that will effectively promote the efficient exchange of goods and services; particularly through strategic hubs in the Broader Western Sydney Employment Area and the Western Sydney Airport. The early development of rail options will ensure access to a reliable and sustained labour force along the Western Sydney growth corridor, between Penrith and Campbelltown-Macarthur.

In a report released by Western Sydney University, ‘Addressing Western Sydney’s Jobs Slide’, if a linear approach (i.e. consistent with previous years) to planning and economic development in Western Sydney continues, the number of resident workers in Western Sydney will grow by 309,695 in the next twenty years, an increase of 30.9%. If the rate of jobs growth remains consistent with 2011 census data for this period, then jobs growth will fall behind worker growth. This would result by 2036 in the number of jobs in Greater Western Sydney growing by 256,737, or 22%. As a result, (by 2036) there will be 210,000 fewer jobs than resident workers in the region.

The figure below provides a graphic representation of the 210,000 projected jobs deficit in Western Sydney to 2036.



The development of the north-south rail corridor will enable the creation of between 43,800 – 65,800 direct jobs and up to 98,600 indirect jobs during the 5 year construction from 2024 – 2028 (based on NSW Treasury job multipliers for infrastructure projects). To mitigate a projected jobs deficit for Western Sydney, it is crucial that rail services are delivered early, in support of productivity and employment in the region.

**Council recommends that Transport for NSW:**

- Note the Camden LGA community vision for 'Effective and Sustainable Transport', as described in Council's *Community Strategic Plan – Shaping the Camden Local Government Area June 2017*.
- Engage directly with Council and the Camden LGA community in working on an integrated transport and land-use planning approach, in conjunction with the Greater Sydney Commission. In doing so, formulate specific transport precinct plans for strategically important centres and places e.g. Narellan, Oran Park, Leppington etc.
- Ensure that rail services are delivered early, in support of productivity and employment in Western Sydney.

**3. What does Future Transport mean for Regional NSW?**

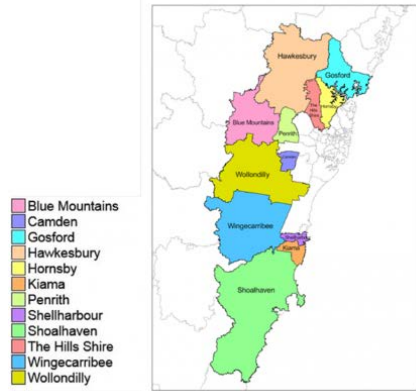
- Quality transportation networks are more likely to induce further investment in a region, with Regional NSW a good example of this type of opportunity. As economies (businesses and residents) become better connected, investment is often supported by developments with access to strategic transport corridors (such as freight rail e.g. via the Outer Sydney Orbital). This in turn reduces the demand for road-based use, allowing these parts of networks being put to more valuable uses.

While the Camden LGA is not classified as Regional NSW, as a part of the peri-urban region there will continue to be strategic links between primary production elements, in support of the 'food bowl' that supplies the Greater Sydney Region. Therefore the future of transport between the Camden LGA and Regional NSW is important in that it will play a significant role as to how each area functions relative to the other. Strategic corridors such as the Outer Sydney Orbital are an example of the opportunities where this can be explored further.

**SYDNEY PERI URBAN NETWORK (SPUN)**  
 Home > Planning & Development > Growth in Wollondilly > Sydney Peri Urban Network (SPUN)

News Research Key Legislation Links

The Sydney Peri Urban Network (SPUN) represents twelve Councils that border metropolitan Sydney. SPUN was established in 2013 in response to concerns about the lack of a comprehensive vision for the peri urban region and consists of the following Councils:



**Council recommends that Transport for NSW:**

- Consider engaging with Council, and in particular the Sydney Peri Urban Network, to establish a targeted dialogue on future transport for Regional NSW.

**4. What does Future Transport mean for Greater Sydney?**

- Council commends Transport for NSW’s joint vision (with the Greater Sydney Commission) of Greater Sydney as a metropolis of three, 30 minute cities that in turn will guide many of the planning, investment and customer outcomes e.g. faster, more reliable travel times to major centres.

As to how this relates to the Western Parkland City, it is important for Transport for NSW to conduct contingent infrastructure planning in striving for its vision. The eventual timing and scale of the Western Sydney Airport and Badgerys Creek Aerotropolis, while not altogether an unknown quantity, is an emerging objective, subject to any number of influencing factors that may alter its timeline, scope, degree of success etc.

In order for the Western Parkland City to successfully achieve its potential, it requires an adaptable approach to infrastructure planning by way of support (which the NSW Government has sought to achieve through the *Draft Western City District Plan* and *Draft Future Transport Strategy 2056*). However, this should also include a proactive approach to contingent planning; a series of ‘what if’ plans that account for emerging variables.

- In keeping with the key issues advocated throughout Council’s submission, the importance of travel via sustainable transport methods throughout the Western Parkland City and to other locations in the Greater Sydney Region, must be assessed against the very criteria and objectives set out in the governments *Draft Greater Sydney Region Plan* and *Draft Western City District Plan*. In doing so, a structured evaluation framework will optimise any return on investment in infrastructure to the greater benefit of Western Sydney.



Over the next 20-30 years Western Sydney's shape and structure will have been realised and essentially locked-in. The location of the population and the jobs they perform will have become fixed, with options for getting to work the result of projects such as the *Draft Future Transport Strategy 2056*. If our population do not have reasonable job choices within manageable travel distances from their homes, then prosperity cannot be guaranteed under circumstances where people have poor jobs access: economic efficiency and productivity depend heavily on mobility, on having access to resources and workers, and being able to get products to market.

Meeting these challenges requires holistic, sustainable transport infrastructure investment to Western Sydney, with a priority focus on a north-south rail link.

***Council recommends that Transport for NSW:***

- Incorporate into the *Draft Future Transport Strategy 2056* a series of contingent planning strategies, which account for an array of 'what if' scenarios in guiding transport planning decisions.

## 5. Our Customers?

- Council notes the following statement from the *Draft Future Transport Strategy 2056*;

*“Meeting our customer needs goes beyond the journey experience to the wellbeing of the whole community. A successful transport system that encourages greater active and public transport can deliver positive outcomes in terms of physical and mental health, social capital and social and economic participation”.*

The aforementioned vision by the NSW Government is encouraging, and is in keeping with Council's own objectives reflected in the Camden Community Strategic Plan of:

- Infrastructure that enables and encourages healthy forms of transport such as walking and cycling.
- Safe and uncongested roads.

Council commends the NSW Government for its focus on future customers, and looks toward working collaboratively with Transport for NSW in realising this vision.

***Council recommends that Transport for NSW:***

- Continue to work collaboratively with Council and the Camden LGA community in achieving the objectives of the *Draft Future Transport Strategy 2056* and the *Camden Community Strategy Plan*.

## 6. Future Mobility?

- Innovation in future transport provision is essential for significant population growth in areas such as Western Sydney. New transport should not only be required to be environmentally sustainable, but also be to a technological standard that can meet the needs of future generations. The inclusion of performance-based standards, such as benchmarking against other comparable major global areas on transport statistics will assist in realising these objectives.

While technology-enabled mobility is both exciting and visionary, it is important that as we transition through and toward 'cutting-edge' changes, that vulnerable community members are not marginalised. Transport described as technology-led, where data sharing and smartphone apps result in seamless end-to-end travel is becoming normalised. However, certain customers, such as elderly or those from non-English speaking backgrounds require further support through times of rapid change. Similarly, those that have specific access needs may also be constrained in benefiting from all technology-led mobility.

- While the regulated use of aerial drones to support future transport is a matter for other tiers of government, Council would comment on the potential landscape amenity of our environment in the future, subject to the emergence of this technology. While the possible uses of aerial drones e.g. rapid point-to-point services that could transform emergency services and deliveries, is acknowledged, with this opportunity of course comes considerable challenge. One potential outcome is a skyline heavily congested with aerial traffic, diminishing the visual amenity of a natural landscape or backdrop. This could be particularly so in the Western Parkland City. Any policy development around the management of airspace and air safety for potential future of aerial mobility, should consider how this may look in our community.



Figure 30 Inspired by Amazon's proposal for segregated airspace below 500ft for the operation of drones (*Forbes Magazine, July 2015*)

**Council recommends that Transport for NSW:**

- Ensure that an all-inclusive approach is taken in the adoption of technology-led mobility initiatives, to ensure that no customers in our community are disadvantaged as a result of change.
- Ensure that any policy development around the management of airspace and air safety for the potential future of aerial mobility, should consider how this may look in our community spaces.

**7. Future of Services?**

- Council acknowledges the challenge ahead for Transport for NSW in planning for future services; with the onset of technology-catalysing new services (e.g. ride-sharing services, UBER etc.), the role of government in enabling new services will to some degree be an evolutionary one. While the need will remain for the NSW Government to be responsive and agile to get the best value from new services and models, it is important to note that it also has a significant responsibility as a regulatory authority with regard to transport infrastructure management.

As the ride-sharing example demonstrates, consumer demand empowered by technology innovation can have significant impacts for the transport industry/system. While other future examples may result in improvements/efficiencies in the transport network, there is the potential risk in the 'tail wagging the dog' i.e. for consumer forces to influence planning/policy decisions that may have short-term gains, to the detriment of long term infrastructure investment.

- Further to the previous point, Transport for NSW's intent is noted for introducing an element of competition to smaller markets e.g. awarding transport contracts to private entities. While there is merit to competition in the marketplace, for the short-to-medium term in Western Sydney there will continue to be areas that may be transitional when it comes to profit margin for smaller private transport operators. It is important that Transport for NSW is definitively aware of any impact of their decisions on Western Sydney transport customers, particularly those on the urban fringe. To not do so may result in reduced levels of service in areas that are less profitable, to the detriment of a potentially vulnerable group in the community.

**Council recommends that Transport for NSW:**

- While being responsive to change in the transport service 'ecosystem', ensure that any planning/policy decision-making is contingent in ensuring that significant investment by all tiers of government in conventional transport infrastructure does not suffer default redundancy, by way of result.
- Liaise with Council in understanding transport markets on the fringe of Western Sydney, to ensure any policy decision regarding future service provision accounts for community impact.

## 8. The Future Network?

- Western Sydney is well positioned as a key platform to the future success of the Greater Sydney Region. However, for this success to be realised, solutions are needed to various challenges such as population growth, access to employment, education, health and sustainable transport services. If the region is going to thrive it needs a transport and land-use mix that enables efficient movement of people and goods.

An integrated approach between sustainable transport and economic drivers are key to the success in connecting and shaping Western Sydney. For example, future enterprise corridors for job creation in Western Sydney are currently being reviewed as part of the *Draft Greater Sydney Region Plan* and *Draft Western City District Plan*, with strategic proximity to Western Sydney Airport and the South West Priority Growth Area. The provision of a range of job types supported by a connected and sustainable transport network is important for the success of the residential precincts within the South West Priority Growth Area. It is important that these areas are planned to not compete, but to complement other existing and planned centres.

### **Example – Access to Western Sydney Airport**

It is anticipated that in the early years of operation for the Western Sydney Airport, the catchment area for passengers will primarily be Western Sydney. Indicative timing in the Airport Plan depicts stage one of Western Sydney Airport would meet passenger demand from the time of opening (mid-2020's) up to approximately the mid-2040's.

Based on these projections, in the shorter term, a rail line linking local residents to the Western Sydney Airport may provide a more worthwhile investment than an express line to the east. Therefore, north-south rail may prove a more cost effective investment in providing sustainable transport access to the Western Sydney Airport, while also facilitating access to employment, education, health services etc. in achieving integrated transport planning outcomes for Western Sydney.

### **Example – Camden Valley Way**

It is important that future network provision includes matching road capacity improvements to anticipated growth; to ensure that road capacity is provided before development occurs. For example, in the Camden LGA, Camden Valley Way was upgraded to 4 lanes in 2015, but is now experiencing significant peak delays. Council has received a traffic model update that identifies that in 2016, 4 intersections on Camden Valley Way were operating at Level of Service F (traffic volumes in peak periods exceeds capacity), and a further 4 intersections are operating at Level of Service D (approaching unstable flow and small increases will cause operational problems). It is apparent the performance of Camden Valley Way will continue to deteriorate over the next 10 years, with Leppington identified as a Priority Precinct, and that additional traffic will directly impact Camden Valley Way.

### **Example – High Speed Rail**

While it is acknowledged the issue of High Speed Rail is one for the Australian Government, as with any major transport infrastructure initiative there is the need for a collaborative approach between all tiers of government. Consequently, Council notes with some concern that there is minimal reference to the proposition of High Speed Rail in the NSW Government's *Draft Future Transport Strategy 2056*.

To comprehensively plan for a future transport network for NSW/Greater Sydney Region, the issue of High Speed Rail must be part of any planning framework; even if its status/viability is not known at this time. In this regard, Council recommends Transport for NSW re-visit the draft Strategy to address the issue of High Speed Rail more appropriately.

### **Example – Camden LGA (including South West Priority Growth Area)**

As noted elsewhere in Council's submission, the delivery of strategically significant SIC levy funded infrastructure is critical for a functional future network in the Camden LGA; in particular corridors such as Rickard Road, Raby Road, Dick Johnson Drive and Eastwood Rd / Marylands Link Road will play a major role in shaping the future of South West Priority Growth Area. Other similar examples include;

- Remembrance Driveway Upgrade: urban upgrade with signals at Elizabeth Macarthur Avenue and Wire Lane, as well as Finns Road intersection upgrade in Wollondilly (0-10yr horizon);
- Spring Farm Parkway Stage 2 (0-10yr horizon);
- Camden Bypass: Camden Valley Way link to relieve Northern Road/Narellan Road/CVW intersection (0-10yr horizon); and
- Town Centres – Camden, Narellan, Oran Park, Mount Annan and Leppington: high specification infrastructure proactively balancing pedestrian, bicycle, public transport and car usage (not waiting for warrants for signals, zebras and 40km/h zones).

### **Example – the Sydney Harbour Bridge**

As an example of planning for future networks, the Sydney Harbour Bridge remains an excellent example to reference when it comes to future capacity. As noted in the *Draft Future Transport Strategy 2056*, the bridge carries 149,000 more vehicles than it was built for almost 100 years ago. What is noteworthy is that Sydney's transport planners early in the 20<sup>th</sup> Century had the vision to build infrastructure that would still be functional a century later.

A key challenge for the NSW Government is to have this type of vision. It's unlikely that a benefit/cost analysis for the Sydney Harbour Bridge would've classed it a viable project all those years ago, and yet it remains an iconic and functional piece of transport infrastructure. It is important that Transport for NSW approach future transport network planning with an inter-generational vision, to ensure it will endure for the next century.



The Sydney Harbour Bridge was built in 1932 to carry 11,000 vehicles a day – it now carries 160,000



***Council recommends that Transport for NSW:***

- Proceed to early corridor preservation and construction of a north-south rail line.
- Work with Council in resolving future transport network service issues, such as Camden Valley Way, to ensure capacity matches a rate of expansion consistent with a high growth area in Western Sydney.
- Vision a future network for the Greater Sydney Region that when delivered, will have capacity to support the transport needs of several generations of our community; including conceptual transport initiatives such as High Speed Rail.

## 9. Delivering Sustainability?

- The successful provision of integrated transport infrastructure is a key component to achieving a sustainable future for Western Sydney. Our community's vision for the future has previously been to reflect on the possibility to move around the Camden area, and beyond, conveniently, safely and using a variety of transport options. This means that people are connected with their local community and places, and the local economy is effectively supported.

The objective of Council is to realise this vision on behalf of the community, through the focus of a series of key transport objectives. These objectives are broken down into three broad categories, being:

- An effective and efficient road network.

- A variety of different transport options (sustainable transport alternatives).
- A transport network that promotes positive environmental outcomes.
- As part of creating a financially sustainable transport network into the future, Transport for NSW should explore any land residual it has throughout its network that is surplus to requirements, which may be re-invested through sale. Similarly, additional revenue streams may be available via lease arrangements through interim use of land that is preserved for future transport corridor protection.

**Council recommends that Transport for NSW:**

- Actively promote modal shift - the future growth for Western Sydney will provide a rare opportunity to plan for modal shifts away from car dependency and for higher-quality public transport services. The intent of our community's vision (*Community Strategic Plan*) for planning in this area described the exploration of opportunities where we "*promote and raise awareness of public safety and sustainable forms of transport...*".
- Review/implement 'Sydney's Bus Future' plan, including provision of depot facilities and various key bus/rail interchanges;
- Protect future rail corridors and road corridors where transport projects are currently not committed;
- Facilitate integration of transport and land-use planning to promote sustainable communities e.g. active modal strategies for rail/bus/road hubs, to attract, enable and support a diversity of employment and industry types;
- Develop a transport system that actively manages the needs of an ageing population;
- Promote economic development in Western Sydney via an efficient and effective transport network e.g. freight movement;
- Plan for ancillary transport mediums e.g. taxi, community transport etc.;
- Promote sustainable transport options, encouragement of localised travel to work, education etc. in mitigating greenhouse gas emissions;
- Implement a cycleway and shared pathway network, including both off-road (pathways) and on-road (dedicated road lanes) and a strategy to promote cycling and walking as viable transport methods; and
- As part of its financial strategies developed in delivering future transport networks, explore opportunities for surplus land divestment and interim-use lease arrangements for land subject to future corridor preservation.

## 10. An Agile Planning Approach.

- Council acknowledges the need for an agile planning framework when it comes to both land-use and transport. It is important to have available options when being responsive to changing needs to the transport network. For example, where corridors are preserved for future rail connections, interim road use within that space may enable flexibility in the system, acting as a catalyst in establishing travel patterns.

Notwithstanding this type of approach, it is important that Transport for NSW ensures that any short term, nimble response does not fetter long term options. This could potentially result in inter-generation disparity i.e. future generations paying for retro-fit solutions needed as a result of influence by previous generations.

***Council recommends that Transport for NSW:***

- Explore opportunities in collaboration with Council and the Greater Sydney Commission, for flexible planning solutions to enable future transport options throughout Western Sydney, while continuing to actively develop the broader network in the Greater Sydney Region.

# Greater Sydney Draft Services and Infrastructure Plan

## 1. Service and infrastructure initiatives.

- Council commends the NSW Government's transport investment approach in being flexible, responding to change and uncertainty. In response to this approach, implementation of a 'Movement and Place Framework' for planning, designing and operating transport options in consultation with local government is imperative.

This is in part reflected via the concurrent consultation with key stakeholders on both the *Draft Future Transport Strategy 2056* and *Draft Greater Sydney Region Plan*.

Notwithstanding, there is some cause for concern in the limited certainty surrounding the timeframes for delivery of integrated transport initiatives. For example, a north-south train link only has an investigative timeframe of 0-10 years, which may only amplify the issue of uncertainty. This issue could largely be addressed through an integrated transport and land-use strategy to accompany the identification and delivery of the rail options for Western Sydney. This strategy could provide a broad timescale and sequence for the release and development of the rail link and its associated stations.

Previous workshops between Council and the NSW Department of Planning and Environment (as part of the South West Priority Growth Area Structure Plan Review), revealed the potential for the identification of the release sequence of South West Priority Growth Area precincts. This review provides an ideal opportunity to align the phased release of South West Priority Growth Area precincts with that of the delivery of the preferred Western Sydney rail options. In conjunction, the land-use strategy and structure plan could align to provide a phased/staged release of higher density zonings around train stations which do not come on-line until the delivery of the associated train station, enabling them to grow and develop in line with transport and service provision.

The land-use strategy also has the ability to highlight potential acceptable land uses and developments within the rail protection corridor which could be effectively utilised in the short to medium term. This would (depending on the range of permissible uses) largely avoid the sterilisation of land, potentially enabling landowners to productively utilise their land in the interim.

- Further to Transport for NSW's 0-10 years planning initiatives for the Western Parkland City, it is important that initiatives for the 10-20 and 20+ year timeframes are more prescriptive as to their objectives. Currently the draft Strategy has similar objectives for both timeframes; what this means is that for 2027 to 2056, the NSW Government goal for the Western Parkland City is to "support population and jobs growth through higher capacity transport", without articulating how this will be achieved.

- As part of the Sydney-wide initiatives, the draft Strategy seeks to undertake an *“Implementation of road network planning and development strategies that include road safety principles for all users to support the attainment of NSW Government road safety targets”*.

An element of this issue is the ongoing challenge faced in defining road hierarchies on the broader road network, particularly in the South West Priority Growth Area. Notwithstanding development control plans intended to establish a framework for issues such as road-widths in new urban areas, there continue to be conflicting agendas from a range of stakeholders, resulting in some disputed outcomes. One resulting viewpoint has been that local road-widths have been reduced significantly due to land-use pressures, resulting in potentially adverse road safety outcomes. As part of Transport for NSW’s policy/planning initiatives, it is important that issues such as this one are pro-actively addressed in collaboration with all interested parties.

**Council recommends that Transport for NSW:**

- Work in conjunction with Council and the Greater Sydney Commission (and other Government agencies) in determining definitive timeframes for the corridor preservation and future construction for the:
- Outer Sydney Orbital;
- North-south rail link in the Western Parkland City (i.e. Western Sydney Airport-Badgerys Creek Aerotropolis to Campbelltown-Macarthur, via Oran Park and Narellan);
- Leppington Western Sydney Airport-Badgerys Creek Aerotropolis train link.

A joint approach to these projects (such as a land-use strategy) will ensure integrated land use and transport planning outcomes within the Camden LGA.

- For the planning timeframe for Western Parkland City of 2027 to 2056, clearly specify how it intends to achieve the provision of higher capacity public transport and road links in supporting population and jobs growth.
- Collaborate with all stakeholders on the issue of road network planning/policy, particularly as to how it relates to road-widths and the related safety implications.

## 2. Land use and transport vision for 2056.

- The Greater Sydney Region is faced with both considerable transport planning challenges and opportunities for the next 40 years. As noted in the draft Strategy, *“Greater Sydney is one of the top 10 fastest growing cities in the developed world. By 2056, 8 million people will call the city home – 3 million more than now”*.

A part response to this challenge for Western Sydney may be addressed via new rail services. Rationale is provided by way of the resulting benefits delivered via employment opportunities. For example, given the population growth in Western



Sydney, the ready labour force and the changing dynamics of demand, the health and education sector offers a great opportunity for growth.

This is further emphasised when it is acknowledged that the innovation generation in Western Sydney is expected to grow at almost double the rate of NSW. These events will result in an increased demand for health and educational services in Western Sydney. This is evident by the number of higher educational institutions establishing a presence in Western Sydney including Western Sydney University, the University of Sydney, University of New England, the University of Wollongong and the Australian Catholic University. Given this expected growth in demand and the population growth, it is unsurprising the health and education sectors are among the most effective sectors for fostering jobs, skills and innovation.

In order to realise these opportunities, Western Sydney serviced via a north-south rail connection will be supported in supplementing an employment sector that contributes the highest proportion of jobs and workers in the region than any other industry.

It is also acknowledged that the existing rail network between Sydney and outer areas such as Parramatta are close to capacity and require expansion. This should not be viewed as an either/or situation, but requires a commitment to address these issues concurrently.

### 3. Customer outcomes for Greater Sydney.

***Council recommends the following for Transport for NSW's customer outcomes:***

**1. New technology is harnessed to provide an integrated, end-to-end journey experience for customers.**

While the NSW Government's vision for customer focus is centred on an experience that will be seamless, interactive and personalised by technology and big data, it is important to ensure that this approach does not marginalise some consumer groups. For example, in many cities a disproportionate number of disadvantaged people reside in peri-urban areas. A number of these areas in Western Sydney (including Camden) are characterised by a significant dependence upon private transport modes; as such these residents face longer and more expensive journeys, not all of which may benefit from the type of technological innovation proposed. To achieve an integrated journey experience, it is important that Transport for NSW acknowledge all customers, including those that may not be part of a conventional network.

**2. Future forms of mobility are made available to customers and integrated with other modes of transport.**

The *Draft Future Transport Strategy 2056* notes Transport for NSW's intent to explore future mobility options such as 'Connected and Autonomous Vehicles' (CAVs) as part of a future transport network. While such technology is outside the remit of local government, future development of autonomous vehicles will likely utilise parts of the network in the care and control of Council. In this regard, Transport for NSW is encouraged to engage with our community, to literally take them 'on the journey' of how CAVs may ultimately become an integral part of future transport options. To not do so may marginalise vulnerable transport network user groups, such as the elderly or socially disadvantaged.

**3. Walking or cycling is the most convenient option for short trips around centres and local areas, supported by a safe road environment and suitable pathways.**

Walking is an integral part to practically all forms of travel, as everyone is a pedestrian at some stage in their journey. This means pedestrians are a highly diverse road user group which includes children, older people, teenagers, joggers, the disabled and mobility impaired, and people using recreational devices such as skateboards, rollerblades and foot scooters. Pedestrians are particularly vulnerable in the road environment because most other road users are moving significantly faster than pedestrians, and pedestrians have little or no bodily protection in the event of a collision.

To ensure walking or cycling is developed as the most convenient option for short trips around centres and local areas, a definitive road hierarchy is needed, that clearly articulates for all development throughout the Greater Sydney Region (including the Western Parkland City), prescriptive delineation between road types. With Transport for NSW taking the lead on this issue, a uniform approach in urban development supported by walking or cycling is more likely to occur, resulting in a safer road environment.

**4. Vibrant centres supported by streets that balance the need for convenient access while enhancing the attractiveness of our places.**

The success of an integrated transport and land-use planning approach for the Western Parkland City will in part be reliant on a clearly defined centres hierarchy to ensure that the characteristics of each of the centres are complimentary and not competing. The review of the centres framework must consider the proposed road and rail networks and the role they will play in shaping the centres, through providing access to employment, health, business and education.

Future attainment of the 30 minute city concept is more likely to occur where centres are developed that provide local employment and commercial activity, close to public transport. To achieve the draft Strategy's vision of vibrant centres, the provision of a range of job types close to home is important in achieving the balance between access and enhancing attractiveness of our places.

**5. 30 minute access for customers to their nearest centre by public transport seven days a week.**

- To facilitate 30 minute access for customers, the widespread provision of rail services is needed to ensure access to employment, health, business and education precincts in Western Sydney. For example, the provision of heavy rail for passenger access to the Camden LGA may advocate its emergence as a higher order Centre, creating sustainable options for precincts supporting employment, health, business and education.

Vision for 2056: a 30 minute city



As part of this approach, a review of the centres hierarchy in the South West Priority Growth Area may assist in a spatial distribution of centres that are conducive/accessible to achieving a 30 minute travel time. These examples, combined with the other Centres that may soon benefit from direct rail access, should warrant a concurrent review of the Centres hierarchy, and how they relate to each other.

**6. Fast and convenient interchanging, with walking times of no longer than five minutes between services.**

Currently the Camden LGA community has limited transport choices, resulting on a heavy dependence on private vehicles. With the emerging provision of public transport throughout the Camden LGA, improved transition times between modes may be facilitated by:

- Improvements to public transport journey time and reliability, especially during peak periods;
- Improved interchange facilities and integrated timetabling;
- Expansion of the existing integrated ticketing system, to enable seamless multi-modal public transport interchange; and
- Improvements for car access to transport interchanges (e.g. commuter car parking).

**7. Efficient, reliable and easy-to-understand journeys for customers, enabled by a simple hierarchy of services.**

Council commends the NSW Government on its customer initiative in promoting efficient, reliable and simple journey systems on the transport network. Focus on this objective should encourage efficiencies across all transport modes, potentially resulting in cost-savings where the full potential of a network is realised, without any undue augmentation e.g. providing more train services that cannot be fully utilised without the supporting connections (bus, light rail etc.).

**8. Efficient and reliable freight journeys supported by 24/7 rail access between key freight precincts with convenient access to centres.**

As part of the current investigation of the *Draft Future Transport Strategy 2056* project, the release of the NSW Government's proposed '*Freight & Ports Plan*' would greatly assist any assessment of establishing efficient and reliable freight rail access between key freight precincts.

For example, this may include investigation of a future freight rail corridor between the Southern Freight Rail Line and the future Western Sydney Airport. While it is acknowledged that part of this future freight rail corridor may be encapsulated in a multi-modal Outer Sydney Orbital, certainty is required as to whether this is the case, and if so, that a corridor linkage is identified between the Outer Sydney Orbital and the Western Sydney Airport site at Badgerys Creek.

**9. A safe transport system for every customer with the aim for zero deaths or serious injuries on the network by 2056.**

As noted previously in Council's submission, a key objective in our Community Strategic Plan is to achieve an "*Integrated and safe transport system*", with the performance indicator to "*maintain or reduce the number of pedestrian and vehicle accidents*". Council is committed to working actively with the NSW Government in achieving these objectives and supporting similar objectives in the *Draft Future Transport Strategy 2056*.

**10. Fully accessible transport for all customers.**

Transportation and welfare studies indicate that inadequate access to transportation poses significant barriers to those trying to enter the labour market. Existing public transportation systems often do little to bridge the gap between where the poor live and where jobs are located. This is because these existing systems were established on a monocentric basis, moving inner-city and suburban residents to city locations. However, the majority of entry-level jobs that are best suited for those looking to move off welfare are located in adjacent fringe areas. An investment in transport infrastructure such as the north-south rail link will support accessibility, connecting the disadvantaged to employment opportunities, education and health services as well as recreational facilities.

**11. Transport services and infrastructure are delivered, operated and maintained in a way that is affordable for customers and the community.**

While the user pays principle remains an equitable one, network users whose travel demand contributes to congestion should be required to pay accordingly. Discounts should be considered for registered vehicles which emit limited greenhouse gases to encourage sustainable travel; however the state-wide vehicle registration and fuel levy systems should be reviewed to provide an equitable funding source for transport infrastructure.

The role of infrastructure funding continues to require urgent attention from the NSW Government by way of contributions planning legislation reform. There continues to be the potential for funding shortfalls across parts of the Greater Sydney transport infrastructure network; an integrated approach to infrastructure planning reform, including the exploration of options such as value capture is urgently required to ensure transport services continue to be affordable for customers and the community.

## **12. A resilient transport system that contributes to the NSW Government's objective of net-zero emissions by 2050.**

One of the key objectives in achieving a resilient transport system should be the protection of the natural environment through design, construction and operation of transport facilities and services.

Through an environmental sustainability vision for the transport system, application should occur through relevant environmental legislation which specifies requirements such as 'Review of Environmental Factors' and 'Environmental Impact Statements'. These instruments should in part assist in achieving an objective of net-zero emissions by 2050.

### **4. Future networks.**

#### **Train/mass transit network – overview of potential future rail corridors**

As part of any overview of future train/mass transit corridors (along with other transport corridor categories), there is an opportunity for Transport for NSW in conjunction with the Greater Sydney Commission, to develop thresholds for greenfield dwelling numbers based on transport infrastructure provision.

The *Draft Western City District Plan* includes an action linking dwelling numbers to transport provision. While Council supports the merit of this idea, it recommends improving linkages to precinct planning for new release areas to ensure transport provision.

#### ***Council recommends that Transport for NSW:***

- Ensure that all precinct release areas have an approved servicing and staging strategy for key infrastructure that responds to future densities.
- Integrates the precinct planning process for new release areas be required to demonstrate how early delivery of public transport has been planned for, including planning for key infrastructure such as bus lanes and depots, rail infrastructure including parking and cycle and pedestrian connectivity.
- Ensure contracted bus companies agree to early service provision in greenfield release areas to assist in mode shift to public transport.



## **Intermediate transit network – overview of potential future intermediate corridors**

Current intermediate transport planning in the Camden LGA (particularly the 'South West Priority Growth Area'), is predicated on the bus as providing the main public transport mode for access to major centres and rail. The use of light rail has not been evaluated in detail. However, the provision of transit lanes and transit routes such as the rapid bus transitways already constructed in Sydney provide the potential for future conversion to light rail. Similarly, where planning for key transport corridors will allow, provision of space for either option would be beneficial.

### ***Council recommends that Transport for NSW:***

- Conduct detailed rigorous analysis to identify the total economic value which should include consideration of the following (but not limited to);
- Capital and operation cost by system;
- Forecast long term demand;
- Disruption to residents/business during construction/operation;
- Future system flexibility;
- Energy supply security;
- Results of passenger attitude surveys;
- Use of studies of emerging international best practice.

In addition to the above, land area or the lack of it will impact on the ability to provide light rail. The inability to acquire land efficiently and economically will act as a major constraint to the implementation of light rail in many parts of Sydney. Environmental constraints in the construction of light rail have the potential to impede the initial development of new light rail proposals.

## **Bicycle network – staging of initiatives and benefits for customers**

- Through an integrated transport and land-use planning approach, active (cycling/walking) transport should be given greater prominence in urban planning, than has previously occurred. The provision of safe and appropriate facilities for walking and cycling can encourage participation in these relatively low cost, healthy and sustainable activities.

Through land release in growth areas of Western Sydney is an emerging difficulty in establishing safe pedestrian/cycle road movement and crossing points around new town centre areas and schools.

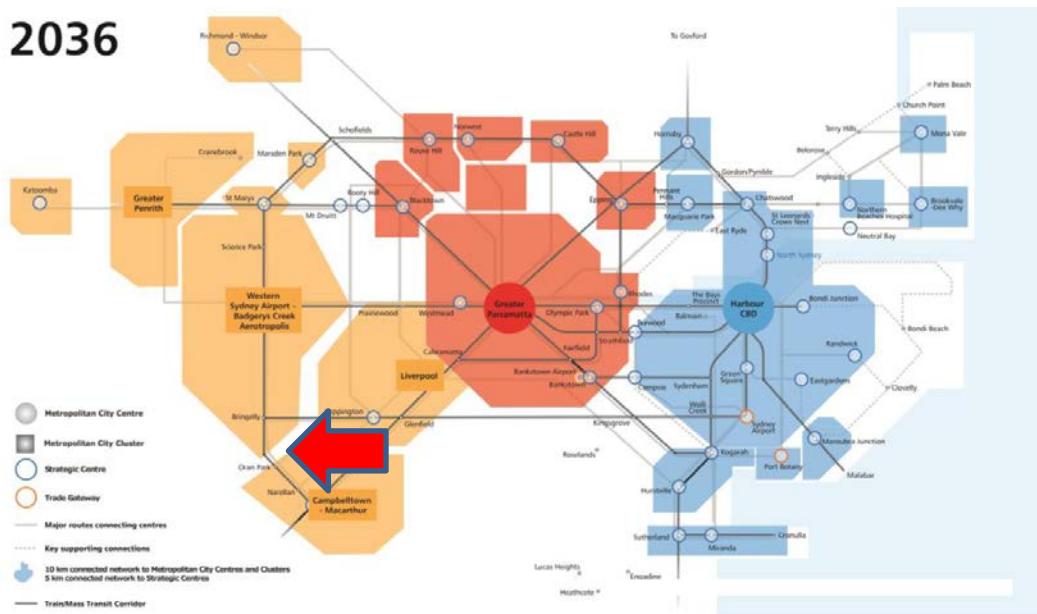
Specific infrastructure measures supporting bicycle use include:

- a. Dedicated cycle lanes;
- b. Direct routes located along transport pathways;

- c. End of trip cyclist facilities (bicycle parking/changing facilities) located in town centres, social areas and workplaces; and
- d. Location of essential services and facilities.

Each of these elements should be directly addressed as part of an implementation plan developed by Transport for NSW.

Reference is made to the draft Strategy and 2036 plan (below) for the bicycle network in 20 years for investigation:



**Council recommends that Transport for NSW:**

- As part of collaborative planning for the future bicycle network, that Transport for NSW work with Council in closing the gap between historical/existing network shortfalls, in promoting a connected system for the future.

**Strategic road network – overview of potential future road corridors & staging of initiatives**

- Council concurs with the NSW Government in that roads will continue to have an important role in Greater Sydney, supporting freight, on-road public transport and trips best served by car, including commercial and social people-based gathering spaces. While Council welcomes Transport for NSW’s advice it will investigate a range of future motorways to address missing links and support the growth of the Western Parkland City, there remains some concern as to the omission of mid-tier road network strategy planning.

For example, a road network strategy for the ‘South West Priority Growth Area’ was previously developed by the NSW Government. However, an update of this

strategy has been pending for some time (2+ years), during which development has proceeded in spite of a clear strategy.

- As noted elsewhere in this submission, Council is concerned as to the timing for the investigation of strategic road corridors such as the Outer Sydney Orbital. The *Draft Future Transport Strategy 2056* indicates a timeframe of 10-20 years, and only for investigation. This infers the possibility that investigation for the Outer Sydney Orbital may not commence until 2036, well in-excess of the proposed opening date of the Western Sydney Airport, and to a point of significant urbanisation of the Western Parkland City. The investigative timeframe for the Orbital needs to continue from 2017, with a defined timeframe for corridor preservation and construction.

***Council recommends that Transport for NSW:***

- Proceeds with the urgent release of an updated road network strategy for the 'South West Priority Growth Area'.
- Continue with investigation of the Outer Sydney Orbital and urgently determine a timeframe for corridor preservation, acquisition and construction.

Council also makes the following recommendations for how the strategic road network may be better developed:

- Conversion of sections of freeway/motorway with hard shoulders to accommodate travel lanes to provide additional peak period traffic capacity under appropriate control.
- Removal of trucks from urban areas by improved provision of major roads and linking associated truck based land-uses with them.
- Increasing the number of transit lanes and the encouragement of their use.
- Increased bus only lanes and passive bus priority at intersections in conjunction with an increase in the number of buses to service the current and future demand for this mode of transport.
- Continued close alignment of land use/transport principles to maximise urban densities in close proximity to public transport nodes and community facilities.
- Equitable use of tolls and how they are levied. Some areas of Sydney are unfairly required to pay excessively for the use of toll roads to and from the City and along arterial roads. An equitable system is required to ensure that all road users are required to pay road tolls equally.

**Strategic freight network – overview of potential future freight corridors & staging of initiatives**

- In a workshop conducted by Transport for NSW at Camden, for Council officers on 16 June 2015, it was noted that north-south rail link (SWRL Extension) would not be used for the purpose of transporting freight via heavy rail. In this regard, it

was noted by Transport for NSW that an alternate corridor would be identified for the purposes of future freight rail connections between the Southern Sydney Freight Line and the future Western Sydney Airport.

- It is noted that a number of freight rail options have been considered over time. It is suggested that as part of the future transport planning initiative, the NSW Government release its *'Freight & Ports Plan'* to enable an integrated assessment of all proposed transport planning proposals at the same time.

***Council recommends that Transport for NSW:***

- As part of the current investigation of the *Draft Future Transport Strategy 2056* project, broaden the project scope to include a future freight rail corridor between the Southern Freight Rail Line and the future Western Sydney Airport. It is acknowledged that part of this future freight rail corridor may be encapsulated in a multi-modal Outer Sydney Orbital. However, certainty is required as to whether this is the case, and if so, that a corridor linkage is identified between the Outer Sydney Orbital and the Western Sydney Airport site at Badgerys Creek.

## Draft Regional NSW Services and Infrastructure Plan

As noted previously in Council's submission, quality transportation networks are more likely to induce further investment in a region, with Regional NSW a good example of this type of opportunity. As economies (businesses and residents) become better connected, investment is often supported by developments with access to strategic transport corridors (such as freight rail e.g. via the Outer Sydney Orbital). This in turn reduces the demand for road-based use, allowing these parts of networks being put to more valuable uses.

While the Camden LGA is not classified as Regional NSW, as a part of the peri-urban region there will continue to be strategic links between primary production elements, in support of the 'food bowl' that supplies the Greater Sydney Region. Therefore the future of transport between the Camden LGA and Regional NSW is important in that it will play a significant role as to how each area functions relative to the other. Strategic corridors such as the Outer Sydney Orbital are an example of the opportunities where this can be explored further.

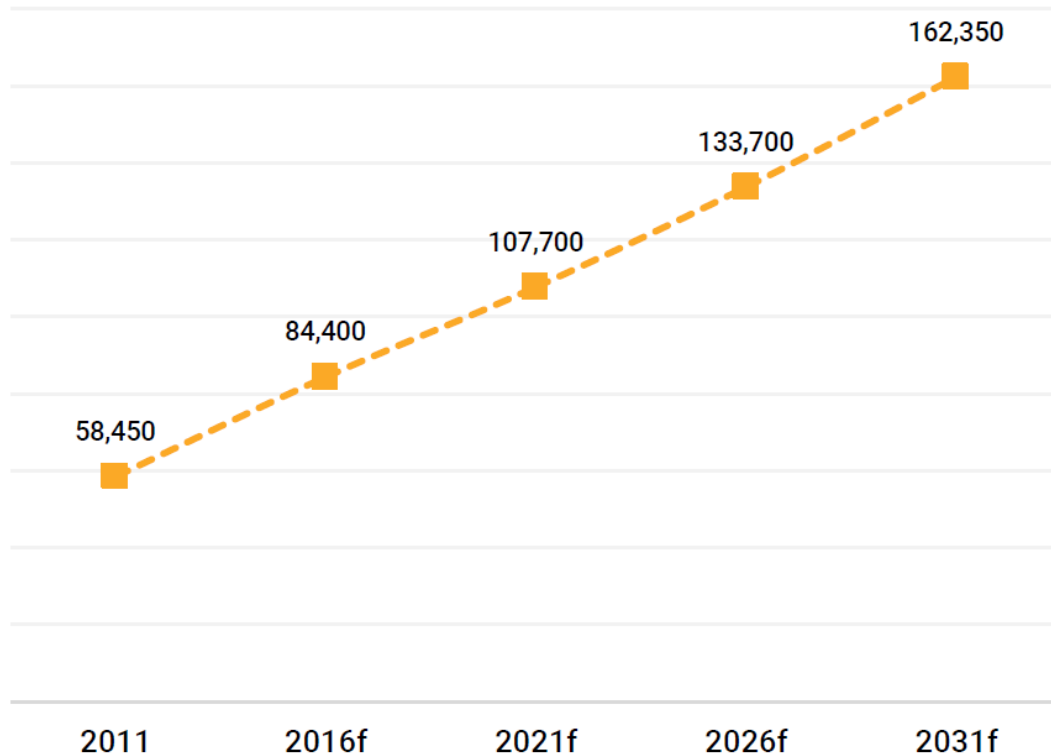
## Draft Tourism and Transport Plan

Council acknowledges the significant role transport plays in tourism in NSW, with Western Sydney and the Camden LGA being no exception. Council's 'Camden LGA Destination Management Plan – February 2016' notes the following in regard to the role infrastructure plays in supporting tourism;

### *5.1.2 Growing Region – Inadequate Infrastructure Support*

*The following figure demonstrates the population growth which is anticipated to occur in the Camden LGA over the period 2011 – 2031. Over this period, the total region's population is anticipated to grow by 178%, increasing from 58k to 162k. This is significant and is important to note as it helps support a number of tourism businesses.*





*Feedback received from stakeholders indicated that whilst the region is recognized as an important growing residential area, the infrastructure support by way of roads, public transport services and community infrastructure (such as sporting and arts facilities) is struggling to keep up and as the LGA continues to grow, this issue will only intensify.*

This insight re-affirms that the impact of transport is far-reaching, and has a considerable impact on economic activity through tourism in NSW. Council encourages Transport for NSW to actively pursue its objectives in its *Draft Tourism and Transport Plan* in support of the visitor economy, and to work collaboratively with Council in this regard.

## Draft Road Safety Plan

Council commends the NSW Government for their initiative enshrined in the recently exhibited *Draft Road Safety Plan*. In particular, Council acknowledges and supports all safety initiatives, including;

- Support for the Local Government Road Safety Program;
- Development of road safety education campaigns targeting key behavioural areas and road user groups;
- Support of safety around schools, including school zones, flashing lights and pedestrian infrastructure;
- Providing young people with access to Safer Driver Course and Driver Licensing Access Programs;
- Consideration of a Towards Zero Town partnership with local government;
- Increase the time allotment offenders are required to attend proven behavior change programs.