



01 December 2017

The Hon Andrew Constance MP
Minister for Transport & Infrastructure
GPO Box 5341
SYDNEY NSW 2001

Online submission at: <https://future.transport.nsw.gov.au/get-involved/submissions-proposals/>

Dear Minister

RE DRAFT FUTURE TRANSPORT STRATEGY 2056

The Southern Sydney Regional Organisation of Councils (SSROC) is an association of eleven local councils in the area south of Sydney harbour - central, inner west, eastern and southern Sydney. SSROC provides a forum for the exchange of ideas between our member councils, and an interface between governments, other councils and key bodies on issues of common interest. Together, our member Councils cover a population of over 1.7 million, one third of the population of Sydney.

The SSROC Secretariat appreciates that the Transport for NSW has called for submissions on the Draft Future Transport Strategy 2056. We are pleased to provide comments in the sections below.

GENERAL COMMENTS

SSROC commends the Greater Sydney Commission and the Transport for New South Wales on the integration of land use and transport planning for Greater Sydney. Focus on a safe, efficient and reliable transport network for a more productive, liveable and sustainable metropolis of three 30-minute cities is strongly supported.

Collaboration with Councils

SSROC generally supports the Draft Greater Sydney Services and Infrastructure Plan intention to work with councils to develop city-wide parking guidelines and to implement Movement and Place Framework and Road Space Allocation Policy to enhance local liveability. Councils should also be collaboratively engaged in key initiatives such as:

- Introduction of a framework for the management of assisted mobility devices;
- Management mechanisms to facilitate the safe and efficient deployment of electric and autonomous vehicles;
- Development of a Last Mile Freight Policy;
- Implementation of Mobility as a Service (MaaS) model in collaboration with industry where private operators can sell integrated, multi-modal, end-to-end journeys to customers.

Proposal to Investigate Additional Projects

SSROC welcomes the proposal to investigate additional projects during the 0-10 year timeframe including, but not restricted to:

- Parramatta Road public transport improvements
- Additional cruise ship capacity
- Upgrading of Port Botany access (road and rail)
- General capacity and reliability upgrades for Sydney's rail and bus network
- F6 Motorway Extension Stage 2 (Kogarah to Loftus)
- Rollout of electric vehicle charging points
- General enhancements to Sydney's active transport network
- Southern Sydney Freight Line
- Improved road/rail access to Western Sydney Airport/Badgery's Creek Aerotropolis
- Metropolitan Interchange Program
- Smart Motorways/Smart Roads Programs.

SSROC realises that there are no details regarding the funding for these studies or the projects themselves. There is need for specific rather than general statements on funding or intent to explore third party funding sources. There is also need for more certainty on bipartisan support through legislated or other assurance measures.

SSROC also generally welcomes the following "further investigation" opportunities in the longer term (10-20+ years) such as:

- Light rail to the Bays Precinct;
- Light rail extension to Maroubra Junction;
- A mass transit link to the southeast (CBD to Botany/Maroubra);
- Mass transit links between Epping, Parramatta and Kogarah;
- Turn Up and Go (public transport) services on trunk corridors in metropolitan areas
- Flexible or on-demand services to support trunk services;
- Completion of active transport networks to and within centres;
- Increased availability of autonomous vehicles, shared and taxi-type services;
- Demand responsive bus services;
- Creation of more integrated, personalised travel solutions through the application of technology.

SPECIFIC COMMENTS

Service and infrastructure initiatives

SSROC generally supports the following service and infrastructure initiatives:

- Strong focus on the Movement and Place Framework that recognizes streets as places. This is particularly important for streets that have an existing role as movement corridors and have valuable roles in creating great places for street life, social connections, and access to local businesses and facilities.
- Commitment to collaborate with local government in the preparation and implementation of the Greater Sydney Parking Guideline, for which SSROC has been a long-standing advocate. SSROC expects this to address the role and provision of commuter parking.
- Demand management initiatives and a Road Space Allocation Policy to support quality public transport. SSROC expects that this will in particular address access issues for parts of Eastern City and South Districts where current infrastructure is operating beyond design capacity in peak periods. For example, the radial transport links serving the Sutherland Shire, Georges River and Bayside Council areas, the Illawarra T4 Train Line and major roads are already over capacity during peak times. The draft Future Transport

Strategy makes inadequate commitment to investment in transport initiatives in the next 20 years. This needs to be revisited. Services on the T4 Line are currently operating with load factors in excess of 130% during morning and afternoon peaks.

Recommendation that the revised Future Transport Strategy:

1. Revisit funding if we are to alleviate the congestion on the southern Sydney axis to the Eastern City and Sydney CBD.
2. Prioritise investigations and improvements to the T4 Line and major roads for implementation in the next 10 years, rather than beyond.

Western Sydney Transport Links

The draft South District Plan did not adequately address the need for South District - Greater Parramatta and Western Sydney City major transport connections. Residents of Southern Sydney need equitable access to the growth in job opportunities in Western Sydney, and in particular the Greater City of Parramatta and the future Western Sydney Airport.

Currently, when travelling from the South District to Parramatta, rail commuters need to back track from Central, Redfern or Sydenham which is inefficient and worsens congestion on the Illawarra Line. It also encourages reliance on cars. A future rail link or public transport service from Hurstville to Bankstown and to Parramatta would allow commuters to access jobs in Greater Parramatta and Western Sydney without being forced to use the congested Illawarra Line.

This is a major constraint in accessing job and economic opportunities. Access to expected growth in jobs and services in Greater Parramatta and around the Western Sydney Airport is crucial for South District residents, including those in the Sutherland Shire. When Western Sydney Airport becomes operational, south Sydney-south west employment related movements are expected to intensify.

There will be increasing numbers of commuters from south Sydney and Illawarra to Liverpool given investment in the Wollongong University's campus at Liverpool and the expected growth in employment at the Liverpool Hospital.

Recommendation that the revised Future Transport Strategy:

3. Prioritise key infrastructure such as a rail link be reflected in the Strategy to improve South District connections with the Greater Parramatta and the Western City to ensure greater economic and employment opportunities.
4. In addition to improvements and widening of existing connection roads,
 - a. consider a light rail connection to Parramatta, and
 - b. consider a rail or other public transport link between Sutherland and Glenfield to boost access to jobs and take pressure off the Illawarra Rail Line.

Land Use and Transport Vision for 2056

SSROC realises and welcomes that the Future Transport Strategy has identified a mass transit link between Kogarah and Parramatta for investigation in the next 10-20 years. It also identified a Kogarah to Miranda mass transit link as a 20+ years initiative.

Given the anticipated levels of development in the future, it is important that the corridor is secured or protected from other land use development. The corridors should be identified and mapped and be taken into consideration in the integrated planning for the area.

Recommendation that the revised Future Transport Strategy:

5. Protect corridors for the long term transit links between Kogarah and Parramatta and Kogarah and Miranda. Consider bringing these forward to 0-10 years.

Modal Shift to Active Transport

It is important that the Future Transport Strategy supports a modal shift process that gradually and consistently reduces car dependency. This has considerable health and environmental sustainability benefits. Cycling is recognised as an important transport mode, particularly as the most convenient option for short trips.

Recommendation that the revised Future Transport Strategy:

6. Set clear targets and policies, developed in close consultation with local councils, to ensure a move away from car dependency is necessary.
7. Embed in significant major planning proposals a disincentive to car dependency, including policies to significantly reduce car parking spaces.

Dockless Bike Share

In the last few months, at least five dockless bike share operators have launched their operations, mainly at this stage in the eastern suburbs, Sydney CBD and inner west. SSROC Traffic and Transport Infrastructure and Planning Group acknowledges that dockless share bikes have the potential to be of great benefit to communities through increase in active transport and reduction in traffic congestion and traffic related pollution.

It is important that the Future Transport Strategy recognises the role of dockless bike share in active transport. It is also necessary that councils work collaboratively with Transport for NSW, bike operators and any other key stakeholders in finding a solution to community, council and bike operator concerns. SSROC has a Dockless Bike Share Sub-Committee and has held two forums, including one with councils and operators towards a regional approach and guidelines.

Recommendation that the revised Future Transport Strategy:

8. Recognise and support a modal shift to active transport such as cycling that reduces car dependency.
9. Recognise dockless bike share as a key emerging part of active transport for short trips, and promote a collaborative approach to strategies and approaches for responsible and sustainable dockless bike share services.

Smart Transport

SSROC believes that there is a serious need for a collaborative approach to shaping and funding public and active transport, and to changing our existing transport systems to a more sustainable model.

Active and public transport have enormous cost, liveability and health advantages. Hydrogen and electric vehicles offer much lower carbon and particulate emissions, bringing a healthier environment with reduced pollution. A smart city is a liveable and sustainable city and Australian cities should plan for active, public and less polluting transport lifestyles.

Traffic congestion is a major issue in Sydney. The most cost-effective way to address congestion is to reduce traffic by improving public transport. While increasing road capacity through the construction of new motorways may appeal to many, it can result in increased traffic, further congestion and reduced liveability.

SSROC strongly believes that substantial investment in public and active transport is very necessary. Currently, most transport funding in Sydney is directed to new roads and motorways infrastructure instead of public and active transport. Public and active transport should be prioritised. SSROC realises that in the 0-10 years timeframe, there is heavy emphasis on motorways and public and active transport are more in the 10-20 years timeframe, some for investigation, and there is no certainty that the studies and the resulting projects will take place.

SSROC believes that NSW Government, councils and industry should start to plan for electric vehicles by providing charging stations, and consider how to exploit the new hydrogen-powered vehicles such as by replacing fleets of buses, trucks and taxis and installing hydrogen fuelling stations at their depots.

Recommendation that the revised Future Transport Strategy:

10. Prioritise active, public and less polluting transport lifestyles.
11. Address traffic congestion in Eastern City and South Districts by improving public transport.
12. Reallocate proposed investigative studies for public transport in the 10-20 year band to the 0-10 year category.
13. Facilitate the use of electric vehicles by providing charging stations, planning for possible replacement of fleets of buses, trucks and taxis and installation of hydrogen fuelling stations.

Safety of the Road Transport Network

SSROC welcomes the emphasis and generally supports the Future Transport Strategy and the NSW Road Safety Strategy 2012-2021 strategies and started objectives of massive reduction in fatalities and trauma. We appreciate the longer aspirational goal of zero fatalities by 2056 and realise that this will involve innovative strategies and SSROC will be pleased to contribute to this process.

The Safe System approach that underpins the Transport for NSW approach to road safety is well received. As expressed in a separate response to the Draft Road Safety Plan, SSROC believes that absence of street lighting as part of the mechanisms for road safety is a significant omission. SSROC agrees with the principle set out in the Plan that “roads, roadsides and vehicles need to be designed to minimise crashes and reduce forces if a crash happens”. The principle seems to assume that well designed roads are ordinarily safe at night. There is need for particular focus on how to make roads safer at night, particularly urban roads.

SSROC believes that there is **a one-time opportunity** to substantially improve safety outcomes of NSW road network by upgrading from the dominant yellow high pressure sodium lighting on NSW main roads to the high quality white light provided by LEDs. The business case for LEDs has reached commercial maturity and the technology is being widely adopted by road authorities around the world to reduce long-term costs, reduce energy consumption and improve road safety.

SSROC would highlight to you that:

- Street lighting’s primary function is to improve road safety at night as a means to reduce accidents, injuries and deaths;
- Night time accidents may be costing the Australian economy billions of dollars annually;

- The globally recognised *Handbook of Road Safety Measures* recognises improved street lighting as having amongst the highest, if not the highest, benefit cost ratios of all available road safety measures; and
- Research by Clanton & Gibbons in the US (and others) has identified significant reductions in driver reaction times can be achieved from deploying high quality white light as found in LEDs as compared to high pressure sodium lighting (which currently dominates NSW main roads).

More than 200,000 street lights in NSW are on main roads. Approximately half of these are on the most important traffic routes and are co-funded by local councils and Roads & Maritime Services (via the NSW Traffic Route Lighting Subsidy Scheme). As ownership of street lighting generally rests with the three NSW electricity distributors, securing improvements clearly requires a multi-organisation response.

SSROC has been active for some time on street lighting issues through its [Street Lighting Improvement Program](#) which now covers about 40% of the street lighting across NSW.

Recommendation that the revised Future Transport Strategy:

14. Identify adequate street lighting at night as a priority safety mechanism;
15. Propose to collaborate with SSROC and its member councils, as they are willing to work with relevant agencies to help achieve road safety improvements through improved street lighting, and have demonstrated expertise in this field.

Bipartisan Approach

A bipartisan approach is needed in finalising and endorsing the plan. This will create greater certainty for future direction and planning for the next 40 years. This is important as the directions and commitments set in Draft Future Transport 2056 and the draft Greater Sydney Region Plan inform planning decisions made now and in the future. Successfully integrating land use and transport planning requires certainty of future investment priorities.

Recommendation that the revised Future Transport Strategy:

16. Commits NSW Government explore bipartisan and legislative approaches to provide certainty to the implementation of the strategy irrespective of which party is in government in the future, providing certainty for stakeholders, including councils, community, investors and industry.

Movement and Place Framework

SSROC supports the implementation of the Movement and Places Framework for planning, designing and operating roads in collaboration with local government. We believe that this will contribute considerably to balancing the efficient movement of people and goods with supporting the liveability of places on our Sydney road networks.

Recommendation that the revised Future Transport Strategy:

17. Establish a stronger link between the Movement and Places Framework and the NSW Government's Better Placed guidelines.

Bicycle Network and Bike Plan

The 10 kilometre radius around each of the Metropolitan Centres is strongly supported.

We are very concerned that the maps currently exclude Bondi Beach, Clovelly and Coogee which are all within the 10km radius.

SSROC supports the Future Transport Strategy 2056's intention to construct active transport infrastructure, though no details have been provided. Regional Bike Plans are necessary. In the absence of such a plan for the Sydney metropolitan area or each of the five Districts, implementation of bike plans for large areas, such as the Inner Sydney Regional Bike Plan, should be recognised and supported. This is especially where these are adopted by several councils and supported by Transport for NSW and Roads and Maritime Services, as in the case of Inner Sydney Regional Bike Plan.

Recommendation that the revised Future Transport Strategy:

18. Includes Bondi Beach, Clovelly and Coogee in areas and maps for the 10km radius bicycle network.
19. Require collaboration between councils and Transport for NSW in developing District or Intra-District Bike Plans.
20. Recognise the Inner Sydney Regional Bike Plan and include its delivery in the 0-10 year timeframe.

Consideration for Recreational and Visitor Trips

There seems to be overwhelming emphasis on transport trips for education, jobs and access services in the Future Transport Strategy. Recreational and visitor trips are not given adequate recognition. For some SSROC member councils such as Sutherland Shire, the Saturday 'sport' travel peak is associated with similar levels of congestion as weekday peak periods. This needs to be addressed.

Recommendation that the revised Future Transport Strategy:

21. Take into consideration recreational and visitor trips in transport planning as these are substantial during weekends in parts of Eastern City and South Districts.

Link between the Greater Sydney Regional Plan and Future Transport 2056

The collaboration between the Greater Sydney Commission, Transport for NSW and Infrastructure NSW in the preparation of land use, transport and infrastructure plans is unprecedented in NSW, and most welcome.

It would be helpful to consider a legislated connection between the Greater Sydney Region Plan, the Future Transport 2056 and the State Infrastructure Plan. This would in part ensure that future governments, irrespective of party affiliations do not diverge from this integrated land use, transport and infrastructure long term planning.

Recommendation that the revised Future Transport Strategy:

22. Initiate legislating the integrated approach to strategic land use planning, transport and infrastructure. This will ensure that this cooperation between agencies and the good outcomes for community and services continue.

Medium and Long-Term Projects

SSROC observes that many of the committed 1-10 year projects focus on providing increased capacity for private car use, such as construction of urban motorways and welcomes the Future

Transport's greater focus on public transport and technology in the medium to longer term. Priority of public transport in the 0-10 years will be a welcome development.

Councils are concerned that many of the projects listed in the 10-20 years band are subject to future investigation and may not proceed. Moreover, no clear funding mechanisms have been identified for such projects, or the associated investigative studies. It is important that mechanisms are found to ensure that future governments, will have obligation to progress or deliver the longer-term projects. Such mechanisms could be supported by treasury guarantees.

Recommendation that the revised Future Transport Strategy:

23. Clearly identify funding mechanisms for projects, including associated investigative studies. Such mechanisms, where possible, could be supported by treasury guarantees.

30-Minute City

SSROC generally supports the concept of 30-Minute City. We realise though that there are still connectivity issues in parts of Sydney, including South District access to future key employment opportunities in Greater Parramatta, Liverpool and Western Sydney Airport axis. Intra-regional connectivity in parts of the Eastern City remain an issue.

The concept of 10-Minute Walkable Neighbourhoods and the liveability, social connectivity and community well-being benefits appeal to some councils in the SSROC area. For the concept to be achieved, the Future Transport Strategy needs to incorporate it into its analysis and planning of transport interchanges, active transport and bus routes.

Recommendation that the revised Future Transport Strategy:

24. Provides more detail on the approach and plans to achieve the 30-minute city.
25. Consider the concept of 10-minute Walkable Neighbourhoods in the Eastern City District at least, and preferably Sydney-wide.

Sydney CBD-Green Square-Airport axis connectivity

As SSROC expressed in response to District Plans, Green Square is arguably at the heart of the Eastern City District and is strategic in transport planning for the district.

The Future Transport Strategy needs to give the necessary recognition for the need for improved rapid transit in the CBD-Green Square-Airport corridor and surrounding area. This has huge economic prospects for the area. There is need for the Transport Futures Strategy to emphasise the planning for the corridor.

Recommendation that the revised Future Transport Strategy:

26. Prioritise mass transit for the CBD-Green Square-Airport corridor.

Concept of Return on Investment

SSROC and member councils accept that Transport for NSW must weigh carefully and broadly, the concept of standard Return on Investments, when examining the viability or otherwise of public and active transport projects. In developing business cases for public and active transport, the broader benefits and externalities need to be considered. The economic, environmental and social benefits in the short-, medium- and long-term need to be accounted for. Some long term environmental benefits, public health, community well-being, social inclusion and connectivity benefits may not be immediately obvious and public good and quality of life improvements could be hard to quantify.

Similarly, costs imposed by externalities also need to be included in analysis for all infrastructure business cases. These include costs such as those associated with health care for respiratory diseases aggravated by vehicle emissions, and costs of the noise and congestion impacts on residents.

Including these benefits and costs would more accurately reflect the real value of the investment, and should be applied consistently across all infrastructure business cases.

Recommendation that the revised Future Transport Strategy:

27. Require a broader concept of “Return on Investment” in assessing the business case and viability of transport infrastructure, particularly the benefits of public and active transport. This should ensure that the broader benefits to community are considered.

Improved Mode Transfer System

As part of reducing dependency on cars and application of smart technology to improve public transport experience, mode transfer systems that provide comprehensive coordination between connecting modes could be investigated.

Technologies that can analyse, in real-time, origin and destination information associated with mode or service transfers are understood to be available. Recent use of Opal data in revising timetables demonstrates that this type of analysis is viable. It would enable optimal service connections modes transfer to improve transfer and mode connections for public transport users.

Recommendation that the revised Future Transport Strategy:

28. Progress the Investigation and use of mode transfer technology systems to improve public transport transfer experience and discourage dependency on cars.

Guided Electric Vehicle System

There is need for an efficient and sustainable transport system within the Eastern City District. One of the transport solution options for the Parramatta Road is the Guided Electric Vehicle System for Parramatta Road that has been endorsed by the joint Inner West Council/Canada Bay Council study. Independent analysis indicates that the Guided Electric Vehicle System is superior to the rapid bus system currently proposed by the State Government.

SSROC understands that the Guided Electric Trains would use a number of emerging technologies. These include the rapid charge electric power plants that drive all wheels of the vehicle, relatively narrow-gauge vehicles, Wi-Fi communication between traffic signals and vehicles to provide instantaneous prioritisation and optical guidance. SSROC further understands that Guided Electric Trains have greater capacity than a comparable bus system and requires narrower lanes than light rail and is a clean energy transport solution.

SSROC suggests that the NSW Government undertake a detailed investigation of Guided Electric Trains in the 1-10 year timeframe for Parramatta Road.

As SSROC emphasised in a submission to the Greater Sydney Commission on District Plans, the innovative and transformative transport solution in this strategic transport corridor could be a catalyst for private investment. It could provide the opportunity to better align the area with the State Government’s urban renewal and redevelopment proposals to enhance the liveability, sustainability and employment outcomes in the Parramatta Road Urban Renewal area.

Recommendation that the revised Future Transport Strategy:

29. Include Guided Electric Vehicle System as an option for investigation for the Parramatta Road urban renewal area.
30. Include an action for the NSW Government to undertake a detailed investigation of Guided Electric Trains in the 0-10 year timeframe for Parramatta Road.

Transport Connectivity and Infrastructure

Bus and rail transport interchanges are an important part of transport infrastructure in the Eastern City. The operational efficiency of the interchanges needs to be reviewed or evaluated, including those of Bondi Junction and the Edgecliff. This will help to address operational deficiencies and identify areas and issues for improvement.

It is important that the integration of land use and interchanges is prioritised, including walking and cycling access around interchanges. For example, Sutherland, Miranda and Cronulla should have high quality, secure provision of bicycle parking and end-of-trip facilities under precinct improvement programs. The same goes for many other transport interchanges in Eastern City and South Districts and other parts of Sydney.

Fast and convenient interchanges, with walk times of less than 5 minutes between services, possibly 2 minutes, is a better outcome. There are however concerns with commitment to provide bicycle parking at interchanges in order to increase catchments.

Ferries are important infrastructure for work, leisure and tourism. The role of ferries as a transport mode requires special consideration. The Eastern City should include the review of ferry facilities, particularly wharfs and associated dry-land infrastructure.

Recommendations that the revised Future Transport Strategy:

31. Prioritise inclusion of planning for improvement of transport to Green Square and southern Sydney, and include this in the Greater Sydney Region Plan.
32. Bring forward the new mass transit for south of Kingsford and new east-west connections, to support connectivity and economic development.
33. Include an action to review of operational efficiency of bus and rail interchanges in to improve accessibility.
34. Include an action to review ferry facilities and related land infrastructure to improve the economic strategic role of ferries, and incorporate this into the Greater Sydney Region Plan.
35. Promote better integration of land use and interchanges to encourage and promote walking and cycling access around interchanges.

Westconnex Walking and Cycling Plans

The Westconnex provides an opportunity to boost active transport in the Eastern City and South Districts. There is need for a district-wide Walking Network Plan and a Cycling Network Plan that could be developed for the Westconnex corridor. The Walking Network Plan could focus on 2km journeys and Cycling Network Plan to focus on 5km journeys within the corridor precincts.

Recommendation that the revised Future Transport Strategy:

36. Consider developing district-wide Walking Network Plan and Cycling Network Plan

in collaboration with SSROC member councils.

The F6 Motorway

The NSW Government seems committed to the first stage of the F6 Extension that will link the WestConnex at Arncliffe (Eastern City District) to Kogarah (South District). It does not clearly highlight the conflict between this potential land use and that put forward in the high-level design of the green grid. The Plan states that “This motorway should be designed to retain and protect recreational open spaces and the ecological values of the corridor.” This design objective should be given a higher priority in both the Future Transport Strategy and the Greater Sydney Region Plan 2056.

The investigation of the F6 should be for the full length between West Connex and Waterfall to reduce the impact of through traffic on the Prince Highway and Taren Point Road. Opportunities for mass-transit bus lanes in each direction must be included.

The proposed F6 extension analysis should assess and consider the impact of the transport infrastructure on the connectivity of the Green Grid and biodiversity. Considerable restoration and regeneration efforts have gone into restoring bushland and habitat in the corridor reserved for the F6 Extension.

Recommendation that the revised Future Transport Strategy:

37. Recognise the conflict between the value of the green space to the local community and Sydney more generally and the value of the F6 motorway, and recommend a mechanism to resolve this conflict. Incorporate this action into the Greater Sydney Region Plan.
38. Require consideration of how the F6 Extension work can minimise environmental and ecological disruption and retain green open spaces maintained all these years.

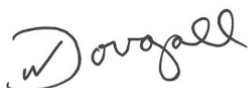
CONCLUSION

Thank you for the opportunity to provide comments on the Draft Future Transport Strategy 2056 Plan and the Draft Greater Sydney Services and Infrastructure.

In order to make this submission within the timeframe of the review, it has not been possible for it to be reviewed by councils or to be endorsed by the SSROC. I will contact you further if any issues arise as it is reviewed.

If you have any queries please do not hesitate to contact Vincent Ogu, SSROC’s Strategic Planning Manager, on 02 8396 3800.

Yours faithfully,



Namoi Dougall
General Manager
Southern Sydney Regional Organisation of Councils