



Our reference: ECM 7687765 & 7951371  
Contact: Walter Sinnadurai  
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1 December 2017

Ms Andrea Parker  
A/Executive Director  
Transport Planning  
PO Box K659  
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Dear Ms Parker

**Penrith City Council's Submission for the "Draft Future Transport Strategy 2056"**

Penrith City Council would like to congratulate the Government for their efforts in developing the "Draft Future Transport Strategy 2056" that was accompanied by the release of the Draft Greater Sydney Services and Infrastructure Plan, Draft Regional NSW Services and Infrastructure Plan, and The Draft Road Safety Plan. We appreciate the opportunity to provide a submission to the Draft Future Transport Strategy 2056.

At its Ordinary Meeting on 27 November 2017, Council considered a detailed report regarding our submission, and endorsed the provision of a submission to Transport for NSW. The Council submission is attached.

It is important to recognise and highlight that the growth of Western Sydney as an economic powerhouse is currently constrained by a historic, single-minded focus on an east/west linear transport corridor concentrated on accessing the Eastern Harbour City. The true potential of Western Sydney will only be unleashed, when a bold new north/south radial connection is implemented as a stimulus for growth. Accordingly, our submission (in part) seeks a commitment that the North South Rail Line, as a critical item of infrastructure, be prioritised within 0-2 years for corridor protection and 2-5 years for planning and implementation, and that the TfNSW Draft Future Transport Strategy 2056 and all supporting plans be consistent and accord with Council's stated objective for the timeframe and scope of the proposed north-south rail line.

Should you wish to discuss the issues raised in this submission, please do not hesitate to contact Council's Transportation Planner, Mr Walter Sinnadurai, on telephone (02) 4732 7721 or myself on (02) 4732 8190.

Yours sincerely

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- ENGLISH** If you do not understand this, please contact the Telephone Interpreting Service on 131 450 and ask them to contact Penrith City Council on your behalf on (02) 4732 7777. Or come to the Council offices and ask for an interpreter.
- ARABIC** إذا لم يكن بإمكانك قراءة النص أعلاه، الرجاء الاتصال بخدمات الترجمة الفورية الهاتفية (TIS) على الرقم 131 450 والطلب منهم الاتصال بدورهم بمجلس مدينة بنريث نيابة عنك على الرقم 4732 7777 (02). أو يمكنك الحضور إلى المجلس وطلب ترتيب مترجم فوري لك.
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- GREEK** Αν δεν μπορείτε να το διαβάσετε αυτό, τηλεφωνήστε στην Τηλεφωνική Υπηρεσία Διερμηνέων στο 131 450 και ζητήστε τους να επικοινωνήσουν με το Δήμο Penrith (Penrith City Council) για λογαριασμό σας στον αριθμό (02) 4732 7777, ή ελάτε στη Δημαρχία και ζητήστε διερμηνέα.
- HINDI** यदि आप इसे नहीं पढ़ पाते हैं, तो कृपया 131 450 पर टेलीफोन दुभाषिया सेवा से संपर्क करें और उनसे कहें कि वे आपकी ओर से पेनरथि सिटी काउंसिल से (02) 4732 7777 पर संपर्क करें. या आप काउंसिल आएँ और एक दुभाषिया की माँग करें.
- ITALIAN** Se non riuscite a leggere questo, contattate il servizio telefonico di interpretariato al numero 131 450 e chiedetegli di contattare da parte vostra il comune di Penrith City al numero (02) 4732 7777 oppure venite in comune e richiedete un interprete.
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- PERSIAN** اگر نمی توانید این مطلب را بخوانید، لطفاً به خدمات ترجمه تلفنی به شماره 131 450 زنگ بزنید و از آنان بخواهید با شورای شهر پنریت Penrith City Council به شمار 4732 7777 (02) از جانب شما تماس بگیرند. یا اینکه به شهرداری Council آمده و مترجم بخواهید.
- SINGHALESE** ඔබට මෙය කියවීමට නොහැකි නම්, කරුණාකර දුරකථන අංක 131 450 ඔස්සේ දුරකථන පරිවර්තන සේවාව (Telephone Interpreting Service) අමතා ඔබ වෙනුවෙන් දුරකථන අංක (02) 4732 7777 අමතා පෙන්රිත් නගර සභාව (Penrith City Council) හා සම්බන්ධ කර දෙන ලෙස ඉල්ලා සිටින්න. නැතිනම් නගර සභාව වෙත පැමිණ හඹා පරිවර්තකයකු ලබා දෙන ලෙස ඉල්ලා සිටින්න.
- TAMIL** இதை உங்களால் வாசிக்க இயலவில்லை என்றால், 'தொலைபேசி உரைபெயர்ப்பு சேவை'யை 131 450 எனும் இலக்கத்தில் அழைத்து 'பென்ரித் நகரவையுடன் (02) 4732 7777 எனும் இலக்கத்தில் உங்கள் சார்பாக தொடர்பு கொள்ளுமாறு கேளுங்கள். அல்லது நகரவைக்கு விஜயம் செய்து உரைபெயர்ப்பாளர் ஒருவர் வேண்டுமெனக் கேளுங்கள்.
- VIETNAMESE** Nếu quý vị không thể đọc được thông tin này, xin liên lạc Dịch Vụ Thông Dịch Qua Điện Thoại ở số 131 450 và yêu cầu họ thay mặt quý vị liên lạc với Hội Đồng Thành Phố Penrith ở số (02) 4732 7777. Hoặc hãy tới Hội Đồng và yêu cầu có thông dịch viên.

## **Penrith City Council's Submission for the "Draft Future Transport Strategy 2056" - 01/12/2017**

### **The 30 Minute City**

The Draft Future Transport Strategy (DFTS) focuses on the premise that 30 minute travel time to the city which is a guiding principle that provides people with access to education, jobs and services within 30 minutes by public transport regardless of where they live. However, the DFTS has not provided a clear mechanism or an actual modelling test confirming such ideas proposed will actually work and how the plan will be implemented for each decade until 2056. The statement of the '30 minute city' needs to be supported with a clear mechanism and be provided with a timeframe for delivery of critical infrastructure and services.

### **M12 Motorway**

Council understands that the M12 Motorway is a committed project under the Western Sydney Infrastructure Plan (in collaboration with the Commonwealth). This project should be delivered before the Western Sydney Airport (WSA) opening and the M12 Motorway alignment should be included within "Committed initiatives (0-10)" Figure 7 under the Draft Services and Infrastructure Plans.

This will align the corridors to maximise opportunities for economic growth and employment and to support the growth of Greater Penrith. Mamre Road is to be upgraded and connected to the M12 Motorway as it provides a critical north/south link to the M4 Motorway.

### **North South Rail**

North South Rail, beyond any other transport connection, offers significant opportunity for a fundamentally better region, north to south across outer Western Sydney than any other. A passenger rail line from Marsden Park to Campbelltown would provide a structuring element around which a whole new north to south economic corridor thick with jobs of the future, could be created.

Rail would also give workers and residents access to the jobs and services that are currently contained in the strategic centres across the two districts.

Significant growth has already occurred and reserving the corridor for North-South rail now, makes sense, in terms of cost and as a driver of development and employment. Cross regional road congestion is also a major source of frustration and lost productivity for Penrith and the West District.

Continuing down the path of our predecessors, with a single minded focus on radial access points into the Sydney CBD, will set the growth of Western Sydney back decades. That is why a bold new north-south cross-regional rail connection is the catalyst for realising the potential of Western Sydney. We strongly believe that true leadership is required to drive this transformative project.

Accelerating the identification and preservation of the passenger rail corridor is important to inform current planning processes, including the District Planning process for the West and South West Districts and the land use and infrastructure strategy for the Western Sydney Airport Growth Area (WSAGA). Council also urges rail links from WSA to Leppington and WSA to St Marys should be prioritised over WSA to Parramatta as these links will unlock

development and economic opportunities within the proposed Western Sydney Airport Economic Corridor.

Council also urges the Federal and State Governments to accelerate the delivery of passenger rail to support the WSA from day one of its operation and to facilitate the development of the WSAGA and the Penrith Health and Education Precinct (PHEP).

One of the suite of documents, the "Draft Tourism and Transport Plan" on page 56 under the heading "Initiatives for investigation (0-10 years, 10+ years)" contains an anomaly – appearing to set a timeframe for the north-south rail investigation out to a 10-20 year timeframe. This document also fails to recognise the full extent of the north-south rail, to include extensions north through to Cudgegong Road and south through the Campbelltown-Macarthur.

In considering the above, Council urges TfNSW that the North South Rail Line, as a critical item of infrastructure, be prioritised within 0-2 years for corridor protection and 2-5 years for planning and implementation. This critical item of infrastructure must be in place prior to the opening of the Western Sydney Airport. All supporting plans must be consistent and accord with Council's stated objective for the timeframe and scope of the proposed north-south rail line.

### **Outer Sydney Orbital Route (M9)**

Similar to the much needed north-south rail connection through Western Sydney, the proposed Outer Sydney Orbital will provide a critical piece of infrastructure to service our growing region, aligning the corridors to maximize opportunities for economic growth and employment and to support the growth of Greater Penrith.

Accelerating the identification and preservation of the M9 corridor is important to inform current planning processes, including the District Planning process for the West and South West Districts and the land use and infrastructure strategy for the WSAGA.

In considering the above, Council urges TfNSW that the Outer Sydney Orbital Route (M9) be prioritised within 0-2 years for corridor protection and 2-5 years for planning and 5-10 years for implementation.

### **Freight and Intermodal**

Reservation of key corridors of land is required to provide for future development of the Outer Sydney Orbital with grade separated road interchanges at key access connections to serve regional travel, the north-south rail link and freight. Linking the Western Sydney Priority Growth Area (WSPGA) to the M4/M7/M5/M9, the broader rail network and Penrith to the South West and North West Growth Centres, will be critical.

Council urges TfNSW that the Western Sydney Freight Line be brought forward from 10-20 years to 0-10 years for investigation if the Western Sydney Airport Priority Growth Area is to become a national freight and logistics hub as indicated within the Greater Sydney Region Plan and Western City District Plan.

## **Bells Line of Road – Castlereagh Connection (BLoR – CC)**

In relation to the proposed corridor for the BLoR – CC, Council acknowledges the significance of this corridor in terms of supporting the role of Greater Penrith and in connecting the Sydney Metropolitan Area with land west of the Great Divide. As the BLoR – CC corridor will need to consider future north-south connections in Western Sydney, we support TfNSW's approach to coordinating corridor planning and consultation across the whole region. A number of the principles are to be considered, in particular the need to maximise the role and function of the corridor in providing opportunities for flood evacuation in the Hawkesbury Nepean Valley and to minimise any potential adverse environmental, economic and social impacts, including any impacts on threatened species on the Cumberland Plain.

BLoR – CC connection should be prioritised within 0-5 years investigation to relieve capacity issues within Penrith and Hawkesbury LGAs related to flooding evacuation.

In considering the above, Council urges TfNSW that the BLoR - CC be prioritised within 0-2 years for corridor protection and 2-5 years for planning and implementation.

## **Werrington Arterial (WA): Western Sydney Employment Area (WSEA) and Western Sydney Airport Growth Area (WSAGA) Connectivity**

The State Government should identify and reserve a dedicated corridor for the northern extension of Werrington Arterial (stage 2) strategic transport corridor to connect the WSEA and the WSAGA, and beyond to Sydney's northwest and southwest growth centres.

The WA corridor would ultimately link the M4 Motorway at Claremont Meadows with the Castlereagh Freeway corridor in the vicinity of Marsden Park. This missing Stage 2 connection between Great Western Highway and Christie Street will facilitate access to the North-West and South-West Growth Centres, and accommodate the expected growth in the Penrith region.

In considering the above, Council urges TfNSW that the Werrington Arterial Stage 2 be prioritised within 0-2 years for corridor protection and 2-5 years for planning and implementation.

## **Public Transport**

The following public transport actions and initiatives should be addressed as part of the NSW Future Transport Strategy:

1. Additional Penrith – Sydney CBD express rail services
2. Express bus services
3. Analysis and expansion of commuter parking provision at Penrith, St Marys, Kingswood and Emu Plains stations
4. Bus priority measures on key road links
5. Strategic bus corridors for release areas and existing suburbs
6. Disability Discrimination Act: infrastructure upgrades to meet the DDA obligations with public transport facilities (in particular all bus stops).
7. CBD free shuttle bus service
8. Kingswood Railway Station - establishment of primary stop for hospital connection
9. Provision of railway underpass for buses at Belmore Street Penrith
10. Integrated ticketing system for Western Sydney

## **Road Safety**

Penrith City Council supports the Transport for New South Wales commitment namely;

- Further research into the benefits of creating a bicycle network that is safe, convenient, easy and effective for short local trips in the local road network.
- Further efforts in several road safety behavioural areas including fatigue for commuters and shift workers, addressing issues with unlicensed drivers, and focusing on aggressive driving, road rage and tailgating as key behavioural issues.

Council also put's forward the view that the \$90mil per year commitment (\$713 until 2022/23) for the Safer Roads program is hugely inadequate. The increase in labour and material costs would take up the increase in funding but as far as productive investment, and in order to achieve international best standard reductions in crash and injury rates, infrastructure spending must be significantly increased.

## **Transport Priorities for Penrith**

It is Council's very clear view that its response to the Draft Future Transport Strategy needs to place a strong focus on the transport issues and tasks of particular relevance to the local Penrith area.

The effective delivery of transport infrastructure and services for the Greater Penrith regional area is vital for the City and its residents, and also to provide appropriate transport "self-sufficiency" in terms of cross regional journeys, public/private transport options and support for localised employment opportunities. Council believes that such localised services and infrastructure will provide a very important and cost-effective offset to the demand for capacity on an otherwise radial and Sydney CBD centric transport model.

## **Car Parking**

The following actions and initiatives in relation to car parking are also essential elements to be included in the development of the NSW Future Transport Strategy:

1. Commuter Car Parking Policy
2. Metropolitan Parking Strategy

## **Active Transport**

The following active transport initiatives will need to be included in the NSW Future Transport Strategy.

NSW Bike Plan - River Cities Program - 10 year program for shared-use paths, including:

- Between Coreen Avenue, North Penrith and Andrews Road, Cranebrook
- Along York Road, between South Penrith and Glenmore Park
- Along Dunheved Road, between North Penrith and Werrington
- Along Great Western Highway, between St Marys and Colyton
- The River Precinct