

## ITEM 4 SUBMISSION ON THE NSW GOVERNMENT'S FUTURE TRANSPORT 2056 STRATEGY

The State Government has released the Draft Future Transport 2056 Strategy as Transport for NSW's new 40 year vision led approach to planning for and provision of transport services and infrastructure in NSW. This report seeks Council's endorsement of a submission to Transport for NSW, commenting on the Draft Future 2056 Strategy. Council's submission on the Draft Plan is due by COB Wednesday 13 December 2017.

### RECOMMENDATION

- 1 The General Manager be endorsed to finalise the attached submission on the Draft Future Transport 2056 Strategy and forward to Transport for NSW by 13 December 2017.

### REPORT AUTHORISATIONS

Report of: Mike Dowd, Manager Infrastructure Strategy and Planning  
Authorised by: Greg Doyle, Director Infrastructure and Works - Connectivity Assets and Liveable City

### ATTACHMENTS

- 1 Wollongong City Council Submission Draft Future Transport 2056 Strategy

### BACKGROUND

The Future Transport 2056 Strategy (the strategy) is Transport for NSW's new 40 year vision led approach to planning for and provision of transport services and infrastructure in NSW. It builds on the achievements of the 2012 NSW Long Term Transport Master Plan that contained some 700 projects, of which 438 are reported to, have been completed and 200 under construction.

The Strategy is underpinned by two key documents, the **Draft Regional NSW Services & Infrastructure Plan and the Greater Sydney Services and infrastructure Plan**. These in turn are supported by a number of plans including the Road Safety Draft Plan, Tourism and Transport Draft Plan, Freight and Ports Draft Plan, Maritime Safety Plan and the Disability & Inclusion Action Draft Plan; the latter three plans yet to be released for public comment. The Greater Sydney Plan is linked to the Greater Sydney Commission's draft Regional Plan (2017), which does not include Wollongong.

Future Transport 2056 is claimed to be a ground breaking new transport vision for NSW and is the first transport plan in Australia to harness technology to improve customer outcomes. The Strategy is focused on six key outcomes:

- 1 Customer Focused.
- 2 Successful places.
- 3 Growing the economy.
- 4 Safety and performance.
- 5 Accessible services.
- 6 Sustainable.

### PROPOSAL

The Draft Future Transport 2056 Strategy represents a comprehensive coverage of state-wide transport issues and deals with all transport modes it is nevertheless by necessity a high level strategic document with the majority of initiatives "subject to business case development".

Council's submission contains six key issues that primarily respond to the Regional NSW Services and Infrastructure Plan which includes Wollongong and the Illawarra. These six points and how they are

addressed in the documents on exhibition are discussed below and are summarised in the attached submission.

### Wollongong as a Satellite of Sydney or Global Gateway City?

The Strategy identifies Wollongong as one of 19 Regional cities throughout NSW and, along with Gosford, Wollongong is classified as a “Satellite City” of Sydney. Within NSW there are also three “Global Gateway Cities” identified, Sydney, Newcastle and Canberra. The rationale in identifying Gosford and Wollongong both as Satellite Cities is not evident in the Strategy documentation and therefore appears based only by their proximity to Sydney.

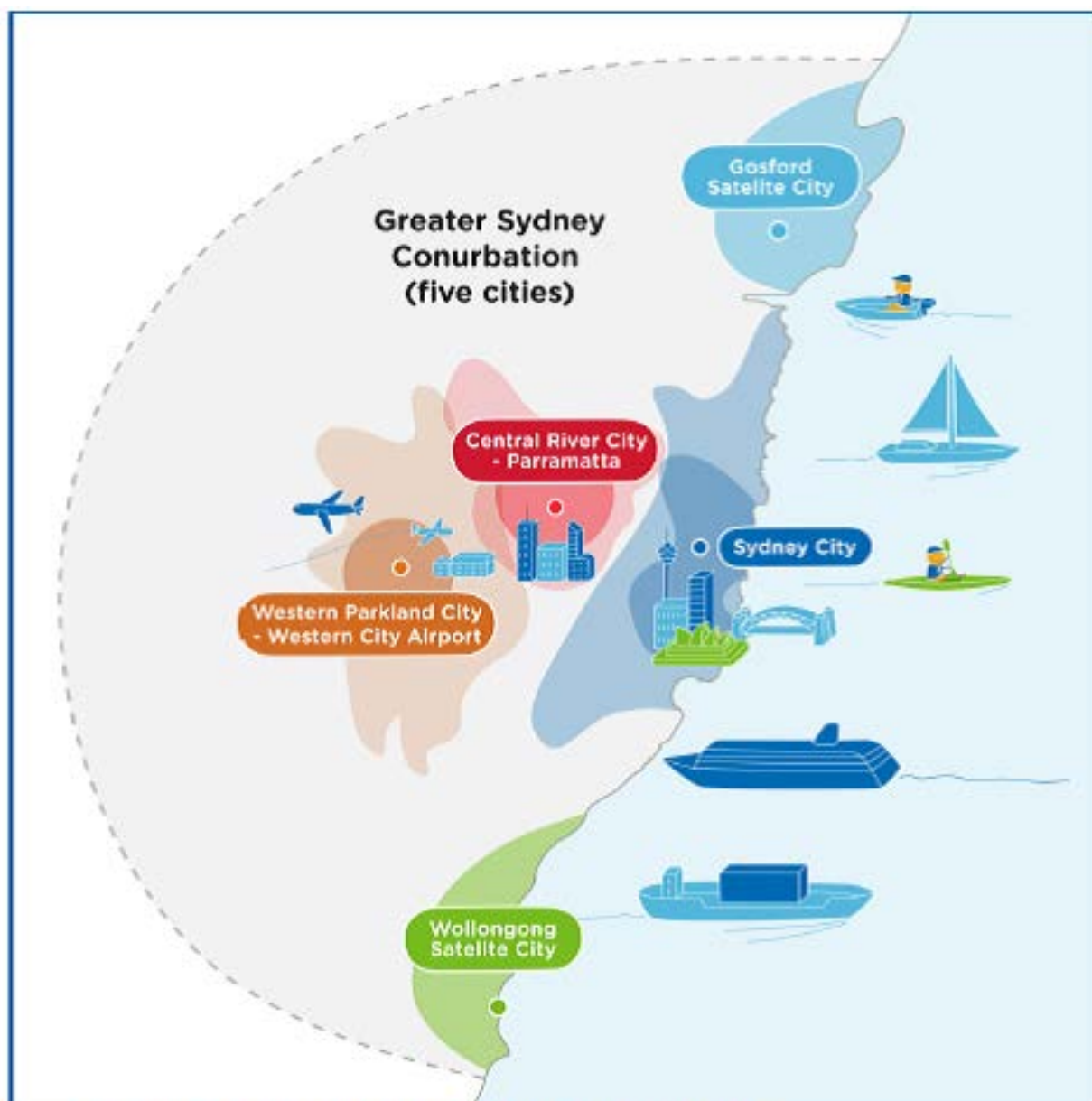


Figure 29: The five metropolitan cities of Greater Sydney by 2056

Ref: Regional NSW Services and Infrastructure Plan. (Page 54)

Wollongong provides significantly greater contribution nationally and internationally than Gosford and therefore should also be recognised as a “Global Gateway City” for land use and transport planning purposes. This has significant credibility through the following:

- World class Global Gateway at Port Kembla (growing freight task and cruise ship visits).
- Proximity to Mascot & future Badgery’s Creek international airport.
- Globally recognised high-tech research, education and industry.
- Potential population growth beyond predictions subject to improved links with Greater Sydney.

### **Links between Greater Sydney and “Regional” Wollongong.**

Future Transport 2056 reiterates the NSW Government’s longstanding thinking of the Maldon to Dombarton transport link as a “Rail Freight Line” only. This proposed rail line will link Wollongong’s future population of 500,000 to South Western Sydney having a population similar to Adelaide of some 1.5 million. The Badgerys Creek “Aerotropolis” precinct itself is estimated by the Western Sydney Commission to support up to 60,000 jobs when fully operational. As proposed in the Strategy, the Maldon to Dombarton freight line would link these two major urban centres (passing directly under the future Wilton town centre) which begs the question; “why not include passenger services?”.

The completion of the Maldon to Dombarton rail link as a dual freight/passenger line is considered by many expert authorities to be the catalyst to unlock the Illawarra, not just as a recreation and tourism destination but importantly, as both an employment destination and source of skilled workers supporting the growth of Western Sydney and vice versa.

The dual function Maldon to Dombarton rail link is now known as the “**South West Illawarra Rail Link**” or more commonly as just the “**SWIRL**”. An efficient rail link as now being suggested places Wollongong just 30 minutes from the Macarthur growth area’s proposed Wilton Town Centre and possibly under 50 minutes to the proposed Badgery’s Creek “Aerotropolis” and surrounding development.

### **Key Local Initiatives within Regional NSW Services & Infrastructure Plan**

Key initiatives within the Regional Plan relevant to the Illawarra are generally included under the Plan’s Customer Outcome 10 – “Improved efficiency of the network to/from/within the two Satellite Cities of the Greater Sydney by 2056 – Gosford and Wollongong”. With the objectives of –

- Connecting the Illawarra to Greater Sydney (Central City).
- Connecting the Illawarra to Greater Sydney (Western City).
- Connecting the Illawarra with other Capital Cities.
- Improved network efficiency within ... Wollongong.

Key identified initiatives include –

- 1 Committed Initiatives (0-10 years)
  - a Princes Highway upgrade to 4 lanes & town bypasses.
  - b New Intercity Fleet (rail rolling stock).
  - c Ongoing roll out of state wide programs.
- 2 Initiatives for investigation (0-10 years)
  - a Rail improvements with Sydney (new fleet & track re-alignment).
  - b Smart Motorways program (M1 Princes Motorway).
  - c Public transport investment in Wollongong.
  - d Upgrade of key road corridors into the Illawarra including Picton Road and Appin Road.
- 3 Initiatives for investigation (10-20 years)
  - a Electrification of rail line to Bomaderry/Nowra.

- b More efficient Illawarra escarpment crossing for freight.
- c Investment in Maldon to Dombarton Freight rail line.

4 Visionary initiatives for investigation (20+ years)

- a Outer Sydney Orbital Stage 2 to Illawarra from Western Sydney.
- b Illawarra Highway / Macquarie Pass improvements for better connections to South Coast and Port Kembla.

It is believed that the Plan's identified Initiative 2.c "Public Transport investment in Wollongong" is directly contradicted by the State Government's recent decision to introduce fees on the Free Gong Shuttle. Council's resolution in this regard is included within the attached draft submission, together with reference to the Lord Mayor's representations to the Premier asking for the decision to be reversed.

It is considered that a number of key regional initiatives are missing or not appropriately represented or prioritised within the Regional Plan. These are detailed in the attached submission and in addition to the matters referenced earlier in this report include –

- The Plan includes commitments to develop cruise ship terminals at Newcastle and Eden but does not mention cruise ship services or facilities at Port Kembla. It is understood that the State Government is preparing a state-wide study into cruise ship facilities (the Collins Report) and that this may include reference to Port Kembla. The Collins Report is not referenced in the draft Strategy or Regional Plan.
- No mention of South coast rail line duplication between Waterfall and the Illawarra or south of Unanderra to support dedicated freight lines to and from Port Kembla.
- Minimal reference to public transport or mass transit services or infrastructure between Greater Sydney (Western Sydney) and the Illawarra – only road upgrades.
- No mention of the NSW Ports 30 year Masterplan for Port Kembla.
- Dapto is shown incorrectly on a number of maps as appearing adjacent to the Hume Highway.
- The Plan does not recognise Wollongong as a "Hub". The 'hub and spoke' vision for NSW is supported, prioritising connections from town and centres to the nearest Regional City (as shown on the figure below). However it is vital that Wollongong is recognised as a Hub with spoke links from Sydney, the South Coast and Southern Highlands.



Figure 4: Regional NSW transport network

- It is also concerning that the Princes Highway is not recognised as being a “State Link” on the above figure and that its cross-border function into Victoria is non-existent. Although not directly impacting on Wollongong, this could further impact on the eligibility for State or Federal funding of safety upgrades on the Princes Highway further south.

### Local Illawarra and Shoalhaven Initiatives

The Regional Plan also lists a number of Illawarra and Shoalhaven local initiatives for investigation including the following. Many of these investigations have been previously identified within the Illawarra and Shoalhaven Regional Transport Plan (2012) however timeframes are not included within this Plan. Many listed are current Council projects, with only some receiving State funding or in-kind support—

#### Policy/ Planning Initiatives

- Car parking review for Wollongong to evaluate and prioritise car parking availability/use within centres, including car share parking arrangements (Council project with no State funding to date).
- Key Precinct Access Plans for Wollongong (Council projects with no State funding to date).
- Connected Autonomous Vehicle (CAV) and active transport only areas for Wollongong.
- Travel Demand Management (TDM) policies and tools to support car sharing as well as to assist workers and employers to better manage travel.



- Corridor protection for Outer Sydney Orbital Stage 2 – M31 Hume to Illawarra, noting that the corridor is not yet defined.

#### Service Initiatives

- New rail & bus service improvements for Wollongong.
- Rapid Bus Package for Illawarra / Shoalhaven.
- Bus Headstart Program for growth suburbs of Wollongong – possibly referring to West Dapto.
- Improved rail travel times to Sydney through faster rail connections – no detail provided of how.
- Investigate new servicing patterns and associated enabling infrastructure requirements with a focus on travel between Regional Cities and Centres to accompany new diesel fleet to enable better connections and day return opportunities for regional communities!!!

#### Illawarra Shoalhaven – Infrastructure Initiatives

- Upgrade cycle network in Wollongong (Council responsibility with some State funding support).
- Completion of Wollongong 2 km pedestrian network (Council responsibility).
- Mount Ousley Bypass / Illawarra Escarpment Crossing long term solution.
- Upgrade roads between Sydney & Satellite City of Wollongong.
- Intelligent Transport Systems (ITS) enable greater safety and can optimise management of pedestrian movement & vehicular traffic.
- Electrification of the South Coast Line from Kiama to Bomaderry, duplication of the South (Coast?) line.
- Port efficiency, Access & Integration Package.
- M1 Princes Motorway - Mt Ousley Interchange (improved access to University of Wollongong).
- M1 Princes Motorway – Bulli Tops to Picton (Road?).
- Albion Park Rail Bypass.
- M1 – Princes SMART Motorway (Monitoring + Flow Management).
- Maldon to Dombarton freight link.
- Picton Road / Appin Road and Illawarra Highway / Macquarie Pass Improvements.
- South freight capacity enhancements in collaboration with ARTC.
- Moss Vale to Unanderra and Coniston Junction rail improvements in collaboration with ARTC.

It is considered a number of key local initiatives are missing within the Plan, including –

- Upgrades to local Railway Station facilities and accessibility – eg: improved pedestrian accessibility at Unanderra railway station.
- Upgrades or replacement of railway level crossings (eg: Bong Bong Rd).
- Dapto railway station multi-modal facility, which is part of the integrated transport planning for the West Dapto Urban Release Area.
- Extension of the Northern Distributor (Memorial Drive – Princes Highway) to Bulli Pass or the M1 Motorway (Bulli bypass).
- Widening of the M1 Motorway around Unanderra or interchange upgrades to support connectivity to West Dapto (eg: south facing ramps at Fowlers Rd).
- M1–Masters Rd intersection improvements for northbound heavy vehicle access to Port Kembla.

## CONSULTATION AND COMMUNICATION

On 17 November 2017, Council representatives together with a range of Government and industry representatives were invited to a Transport for NSW stakeholder engagement session in Wollongong. The Future Transport 2056 strategy was presented by Senior Government Officers and opportunity was given to ask questions. Following collation of community submissions in late 2017, the final document will be released in early 2018. Opportunity for elected Councillors to contribute to the submission was provided at a confidential briefing session on 27 November 2017. Final opportunity for elected Councillor input is through consideration of this report.

## PLANNING AND POLICY IMPACT

This report contributes to the delivery of Wollongong 2022 objectives *Walking, cycling and public transport is an accessible and well-resourced means of transport, and the use of private cars is reduced and Wollongong is supported by an integrated transport system and Transport disadvantaged communities have increased access to services* under the Community Goal *We Have Sustainable Affordable and Accessible Transport*.

It is understood that following adoption of the Future Transport 2056 Strategy and supporting Regional NSW Plan, Transport for NSW will seek to review the Illawarra and Shoalhaven Regional Plan to align with the new Strategy.

## CONCLUSION

This report and attached draft submission on the draft Future Transport 2056 Strategy provides Council the final opportunity to put forth its views on this visionary and innovative strategic transport planning and policy document before it is finalised by Transport for NSW early in 2018.

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**Wollongong City Council Submission  
DRAFT Future Transport 2056 Strategy  
11 December 2017**

Wollongong City Council (Council) greatly appreciates the opportunity to provide input to the preparation of the State Government's Future Transport 2056 Strategy. This submission provides Council's feedback and comments on the Draft Strategy. It is understood that the final strategy will be released early in 2018 and Council looks forward to the final document with evidence of due consideration given to this and other submissions. Council's elected representatives, Executive or Senior Officers would be pleased to meet with Transport for NSW to further discuss or clarify any issues or comments raised in this submission.

This submission was endorsed by Council resolution (Ordinary Meeting of Council on 11 December 2017; Minute No TBC).

Following Council's review of the Strategy and supporting documents, six (6) key issues have been identified for consideration and review by Transport for NSW. These are detailed below. Overall, Council commends the State Government and Transport for NSW for the structure, direction and framework established by the draft Strategy and supporting Plans. We believe that it establishes a solid framework under which effective delivery of transport policies, services and infrastructure programs can be achieved and looks forward to working with Transport for NSW under the "new integrated whole of Government approach to transport planning".

**1. Council believes that Wollongong should be reclassified as a "Global Gateway City" rather than a "Satellite City".**

We do not believe there is a valid rationale for classifying Wollongong the same as Gosford as "Satellite Cities" other than their proximity to Greater Sydney. The very different demographic and economic function and international connectivity of these two cities demands differentiation. The definition to Global Gateway Cities as referenced on page 21 of the Draft Strategy references "access to major service precincts, advanced industries and international infrastructure for the purposes of travel and trade". The definition also references a Global Gateway City as provides state level services and facilities to support a broad population catchment while also having international connections through their airport and/or port.

Council believes that Wollongong fits this definition as a "Global Gateway City", substantiated by the following aspects that are not recognised within the Draft Strategy –

- World class Global Gateway Port (long standing and growing international freight/task and a growing demand for cruise ship visits and associated services)
- Proximity to Mascot and future/mass transit links to Badgery's Creek international airports – Wollongong is closer (in travel time) to Mascot than much of NW Sydney
- Proximity to and provision of services to support major population centres in South Western Sydney (Macarthur area) and across the Illawarra.



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- Globally recognised high-tech research, education and health industry
- Expected population growth beyond predictions subject to improved links with Greater Sydney.

Recognition of Wollongong as a Global Gateway City should be supported by its direct inclusion in the planning of greater Sydney along with its three cities, Eastern Harbour City - Sydney CBD, Central Inner City - Parramatta and Western Parkland City – Western Sydney Airport. The appropriate transport links between each city, including Wollongong must integrate land use planning, rapid mass transit and freight movement in order to achieve sustainable outcomes for Greater Sydney and the State of NSW.

**2. Council believes that the Strategy and supporting Plans need to be updated to prioritise multi-modal transport links with Greater Sydney in the short-medium term (10-15 years).**

Page 21 of the Draft Strategy states that *“By 2056, economic and housing growth around Greater Sydney will drive integration across the city’s hinterland, establishing Gosford and Wollongong as ‘Satellite Cities’ and connecting them to Greater Sydney with fast transit”*.

Council strongly believes that the demands on economic and housing growth exists now and that in order to reflect and support Wollongong and the broader Illawarra’s role in supporting the expanding demands and economic growth of Greater Sydney, appropriate multi-modal transport links with Greater Sydney are essential. This relates to connections to both Southern Sydney and to South Western Sydney. Specifically:

1. Council together with regional organisations and business groups see the completion of a Maldon to Dombarton dual function passenger/freight rail line as the key to “unlocking” numerous land use and transport opportunities. A 30 to 50 minute rail trip from Wollongong to either Sydney Central/Mascot Airport or the proposed Badgery’s Creek Aerotropolis not only opens up attractive commuting and business trip opportunities to Wollongong residents but also improves Wollongong’s accessibility to Greater Sydney to encourage an efficient “contra-flow” to emerging economic and employment growth in the Wollongong area. The dual purpose (freight and passenger) Maldon to Dombarton rail link to Western Sydney is now referred to locally as the South Western Illawarra Rail Link or “SWIRL”. Council strongly supports this proposal, which has the potential to transform and provide mutual benefits to the local economies of both Wollongong and South Western Sydney.
2. Acceleration of the Maldon to Dombarton rail link will also support the Draft Strategy’s commitments for freight as outlined on page 38 to “Maximise the long term capacity and performance of the state’s three ports, expand intermodal rail capacity in Western Sydney, and improve east-west connections to support the regional export task.”
3. In addition, duplication of the South coast rail line is considered essential to cater for both the growing rail freight demand and enable an increase in the public transport modal shift for Illawarra – Sydney commuters. Rapid transit/high speed rail links are required in the

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short to medium term with implementation in the 10 to 15 year timeframe, with investment in the M1 Motorway upgrades taking into account consideration of South Coast rail infrastructure improvements as viable complementary or alternative options.

4. Public Transport services and infrastructure to South Western Sydney is currently limited to infrequent bus services between Campbelltown and Wollongong utilising inadequate road corridors. Council welcomes the inclusion with the Draft Strategy reference to planning for 'mass-transit' upgrades between Campbelltown and Wollongong in the long term (Figure 55, page 83). However, this commitment does not appear to be reflected in the listed initiatives within either the Greater Sydney Plan or Regional NSW Plan. Council therefore seeks a commitment within the supporting Plans to investigate and plan for mass-transit between Wollongong and SW Sydney.

**3. Council believes that the Strategy and Regional Plan needs to be updated to include a commitment to Cruise Ship Infrastructure at Port Kembla/Wollongong.**

Council notes the Government's provision of Cruise Ship infrastructure in Newcastle and Eden however has found no recognition within the Draft Strategy or Plans of the existing and ongoing commitment to the cruise ship industry to Port Kembla/Wollongong or improvements to facilities to provide a 'turn around' port. Port Kembla is perfectly placed as an overflow port given the intense pressures on berthing availability in Sydney. This, together with opportunities in Port Kembla for ship provisioning and heavy marine engineering ships maintenance, ensures an ongoing need for quality local cruise ship facilities at Port Kembla. Three international cruise ship providers have existing commitments to stop-over at Port Kembla. Recent cruise ships visits have brought significant economic and social benefits to the region and proved extremely popular both with the visitors as well as being enthusiastically supported by the local population. Cruise ship operators have publically praised Wollongong and all interests involved in making their visits such a success.

Through consultation with Transport NSW officers, it is understood that a separate review is underway (the Collins Report) in relation to the rationalisation and future of cruise ship services for the Greater Sydney region and ports along the entire NSW coast. Importantly the findings of that report will include reference to Port Kembla and what it offers. Council eagerly awaits the findings of the Collins Report and feels it is extremely important, for the future growth of this regional opportunity, that the Draft Strategy and Plans include reference to the provision of dedicated cruise ship facilities within Port Kembla Harbour.

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**4. Council welcomes and seeks additional detail and involvement in planning identified actions within the Strategy and Plans supporting “Metro Wollongong”.**

Wollongong is a major regional centre identified as “Metro Wollongong” in the NSW Planning & Environment’s Illawarra Shoalhaven Regional Plan. Metro Wollongong includes the Wollongong CBD with a business and public sector core, together with medical, tertiary education, innovation and arts and entertainment precincts having some 34,000 jobs. The Regional Plan Action No.3.2.1 states “Investigate options to improve public transport service levels which better link centres to Metro Wollongong”. The number of jobs and high density development in Metro Wollongong is unique within the Illawarra Region which is currently serviced by the Free Gong Shuttle bus that “ties” this intense development together. The outstanding success of this free bus service may well be unprecedented in NSW with the significant transport related social, environmental and economic benefits only limited by the Government’s limit on fleet capacity.

Council strongly believes that the introduction of fees on the Free Gong Shuttle contradicts and significantly detracts from the effectiveness of Initiatives within the Regional NSW Plan relating to ‘Public Transport investment in Wollongong’. At an Extraordinary Council Meeting on 6 November 2017, Wollongong City Council resolved unanimously (in part) to –

1. *Opposes any move to introduce a fee for the Gong Shuttle, noting that the NSW Government committed to ‘continue to operate the free shuttle bus in the Wollongong City Centre, with strong patronage which continues to rise’ as identified in the Illawarra Regional Transport Plan 2014;*
2. *Urges Premier Berejiklian to reverse the move to charge a fee on the Shuttle;*
3. *Recognises the Gong Shuttle has been a huge success since such a service was proposed in Wollongong’s City Centre Revitalisation Strategy as was adopted in 2006 of which elements were gazetted in 2007;*
4. *Write to the Premier, Minister for Transport, Minister for Tourism and Major Events, Minister for Roads Maritime and Freight, Parliamentary Secretary for The Illawarra, and Local Members of Parliament advising them of our stance and request their support in keeping the Shuttle free;*
5. *Recognises that the free Gong Shuttle helps promote the local tourism industry and is a vital tool in our ability to market and showcase the City to international tourists, enabling them to move freely about the region, spending their tourist dollar in our community;*
6. *Recognises that the growing medical precinct in and around Wollongong Hospital has limited parking options. The free Gong Shuttle Bus is vital for the staff, patients, visitors, volunteers and carers who frequent the service daily;*
7. *Also recognises that the free Gong Shuttle plays an important role as an economic driver in the local economy, through linking Wollongong’s Education Precinct, Health Precinct, Commercial Core, Waterfront Precinct and Innovation Campus together as “Metro Wollongong” as identified in the Illawarra Shoalhaven Regional Plan. Metro Wollongong*

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*currently supports 34,000 jobs in sectors as diverse as tertiary health and education, business, the public sector, innovation and research and development*

The Future Transport 2056 Strategy (Page 37 of the Regional NSW Plan) proposes a number of important initiatives for investigation including a number that relate to Metro Wollongong.

- Car parking review for Wollongong to evaluate and prioritise car parking availability/use;
- Key precinct access plans for Wollongong;
- Upgrade cycle network in Wollongong
- Completion of Wollongong 2KM pedestrian network
- Development of place-based transport plans
- Connected Autonomous Vehicle (CAV) and active transport only areas for Wollongong;
- New rail and bus service improvements for Wollongong

All of the above initiatives interest Council greatly however, matters such as what, when and who takes the lead and funds these actions is not clear. In fact, Council is of the view that the first five (5) of the initiatives listed above are Council responsibility and is already well advanced in planning and delivering associated programs. It is hoped the final document elaborates on cross-Government involvement and funding commitments to these initiatives and to provide clear direction as to Council's expected involvement and role. This is of particular importance to Council now with the imminent commencement of a major review of the Wollongong City Centre's Access & Movement Strategy and the recent commencement of the Keiraville / Gwynneville Access & Movement Strategy, which includes the University of Wollongong precinct. These Strategies will deliver multi-model plans that addresses public transport, pedestrians and cyclists, traffic movement and car parking. Active involvement from Transport for NSW and the Roads & Maritime Service is sought in these major projects to ensure integration with the Regional Plan.

Furthermore, Council notes that the following initiatives appear not to be included within the Regional NSW Plan and ask that they are added in order fully reflect the Local and State Government's existing commitments to Metro Wollongong as recognised in existing plans –

- Upgrades to local railway stations to improve pedestrian accessibility – eg: access for people with a disability (eg: lifts at Unanderra Railway Station)
- Upgrades to railway level crossings to improve safety (eg: Bong Bong Rd, Dapto)
- Provision of a multi-model facility at Dapto Railway Station to support the West Dapto Urban Release area – bus/rail interchange
- Extension of Memorial Drive (Princes Highway) to connect to Bulli Pass or the M1 Motorway (Bulli bypass)
- M1 Motorway widening and interchange improvements at various locations between Wollongong and Albion Park to support heavy vehicle access to Port Kembla and commuter access to/from West Dapto.

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**5. Council gives strong support for the identified Regional initiatives in the Draft Strategy and asks that the Strategy and Plans are amended to reflect the Regional, State and National significance of the Princes Highway.**

Council strongly supports the inclusion of the following regional initiatives identified in the Draft Strategy and Plans and looks forward to working with the State Government to scope, plan and deliver these programs -

- Electrification of rail line to Bomaderry/Nowra
- Smart motorway program implementation (M1 Princes Motorway)
- Outer Sydney Orbital Stage 2 connection to the Illawarra
- Illawarra Highway / Macquarie Pass improvements
- New Intercity Fleet (rail rolling stock)
- Ongoing roll out of state wide programs (EG: Albion Park Rail Bypass, Mount Ousley Road Interchange)
- Illawarra/Shoalhaven initiatives for investigation – Policy/Planning Initiatives, Service Initiatives and Infrastructure Initiatives.
- Transport system that adapts to and embraces new technology.

It is disappointing to note that the **Princes Highway** is not recognised within the draft Strategy or Regional NSW Plan as being a Regional, State and National link of significance. The South Eastern Australian Region embraces south east NSW, eastern Victoria and the Australian Capital Territory and is bounded by the Hume Highway corridor between Sydney and Melbourne and the coastal strip between Wollongong and Westernport Bay in Victoria. Inadequate transport infrastructure has long been identified as a major impediment to the growth and prosperity of this region, which supports a population of over one and a half million people and is one of the fastest growing regions in Australia. This region has enormous potential and opportunities that major improvements to the Princes Highway would undoubtedly unlock.

Council is an active member of the South Eastern Australia Transport Strategy Inc. (SEATS), a cross-border, strategic partnership between Councils, State and Federal Governments, industry, business and communities.

SEATS has released a Petition to the Federal Government regarding the recognition of the Princes Highway and urgent funding required for the development and upkeep of this vital transport network. The petition calls on the Federal Government to officially recognise the importance of the Princes Highway between East Sale and Wollongong as a major freight and tourist route and commit additional and on-going funding to address the condition of this vital transport network which covers over 739 kms.

With Transport for NSW and the Roads & Maritime Services being member of SEATS, it is essential that the NSW State Transport Strategy and all relevant supporting State Plans specifically show the Princes Highway as being a major Regional, State and National transport link. Council therefore asks that all figures and references to the Princes Highway are amended to reflect the National significance of this road. Recognition of the importance of the Princes



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Highway locally, regionally and nationally will provide the same attention and support that other networks like the Hume Highway has received for many decades from both the State and Federal Governments.

Furthermore, Council believes that the list of regional programs could be strengthened by including the planning for a 'roll-on, roll-off' road-rail freight interchange within the Region, to support more efficient use of trains for freight movement and support the Government's objectives relating to freight mode share shift.

**6. Council notes a number of formatting and legibility issues for review and correction.**

Council notes a range of editorial issues with the draft documents and highlights the following as examples and of particular relevance to the Wollongong and Illawarra -

- Many figures appear quite fuzzy while others very difficult to get much meaning from as they are not referenced effectively within adjacent text. For example, in the Regional NSW Plan, page 70, figure 43 discussing journey to work information is of little value in its current form.
- Many maps show Dapto incorrectly on a link somewhere between Sydney and Canberra. Dapto is located adjacent to the Princes Highway between Wollongong and Shellharbour and this should be reflected on all figures.
- References to the Sydney to Wollongong South Coast rail link as the Illawarra Line is incorrect as the Illawarra Line terminates at Cronulla. In other areas of the Plan the South Coast line is also incorrectly referenced as the Southern Line (which travels to Melbourne).
- It is also noted that there are no numbered references within the associated text directing readers to the relevant figure numbers.

Thank you for the opportunity to provide feedback on the Draft Future Transport 2056 Strategy and supporting documents. We would welcome the opportunity to further discuss the contents of our submission to support making any amendments to the final documents. Please contact Council's Manager Infrastructure Strategy & Planning Mike Dowd on telephone 4227 7111 in this regard.

Yours sincerely

David Farmer  
General Manager