



TRANSPORT CAPACITY ISSUES & ROAD INFRASTRUCTURE

BRIEFING PAPER



State and Federal Issues Briefing Paper

Title: Transport Capacity

Date: August 2018

Key issues (*What problem/issue needs to be resolved?*)

- Ensuring the transport network is safe & fit for purpose,
- recognising the strategic location of the Wollondilly Region, existing capacity & safety concerns and
- catering for public transport, domestic, freight, commuter and agribusiness traffic

Action sought	Timeframe
Consolidated (State and Local) regional transport network model that includes development of the Greater Macarthur Region, Western Sydney Airport and Outer Sydney Orbital including links to the Illawarra, Western Parkland City and the Hume Motorway	2019
An adopted regional transport network delivery plan that includes deliverables, timings, funding and associated development dependencies that also confirms the framework of State, Regional and Local level transport links including ownership, roles and responsibilities for implementation, operation and maintenance	2019

Contact for telephone discussion (if required)

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The Briefing note:

Council is advocating that the whole transport network is safe & fit for purpose, recognising the strategic location of the Wollondilly Region and catering for public transport, domestic, freight, commuter and agribusiness traffic.

This should be achieved by;

- Consolidated (State and Local) transport network development plan that's factors in development of the Greater MacArthur Region, Western Sydney Airport and Outer Sydney Orbital including links to the Illawarra
- Agree timings for deliverables, timings, funding and associated development dependencies
- Agreed framework of State, Regional and Local level transport links including ownership, roles and responsibilities for implementation, operation and maintenance

The community and Council have had long term concerns relating to existing vehicle transport capacity issues (that will be worsened by development growth in the Shire) that include;

- Ongoing capacity and safety issues with Appin Road and Picton Road.
- Connectivity issues between Warragamba/Silverdale and Wallacia and other adjoining Areas to the east such as Penrith & Liverpool, including the Badgerys Creek Aerotropolis area.
- Improved road linkages from Picton/Tahmoor/Thirlmere to the Hume Motorway – acknowledging the recent commitment by the State Government to review the feasibility of a 'Picton Bypass'. Commitment is now sought to fund its construction.
- An improved road linkage between Wilton and Appin (including heavy vehicle access) – currently serviced by 'Broughton Pass' plus connectivity issues in and around Appin.
- Poor public transport options
- Lack of employment options within the region that require commuting out of the Shire

Background

The scale and geographic spread of our Shire is such that we have a high reliance on private vehicles.

Public and alternate transport arrangements are poor, with limited bus services and infrequent diesel train services that terminate at Campbelltown. Access to services such as health by elderly residents can be difficult, as outreach services are limited. This means some of the more vulnerable sections of our community who have high levels of need are unfortunately reliant on a poor public transport network.

Additionally, the Shire is seeing significant traffic volumes already occurring and highlights how Wollondilly is juxta positioned between major metropolitan and regional centres such as the three Sydney cities, the Illawarra and Port Kembla as well as Canberra & Melbourne. This is set to grow with the development of Badgerys Creek Aerotropolis and the expansion of Port Kembla plus significant residential development of the Greater MacArthur Area that will link the Wilton & Appin areas to Campbelltown.

Wollondilly has a number of key existing transport linkages that will need to be augmented or replaced in the medium to long term, due to existing and forecasted traffic volumes. These projects are significant and beyond Council's ability to pursue under ordinary budget processes and as such will need to include a range of funding sources such as development contributions and grants.

It is also noted that many of these capacity issues fall on Regional and Local Roads, fully under the care and control of Council. The networks broader Regional significance should be confirmed so that specific regional links are identified and resourced appropriately.

More details can be found at (particularly Pg69);

[http://www.wollondilly2033.com.au/assets/pdf/operationalplan/WSC_ResourcingStrategy2017\(2\).pdf](http://www.wollondilly2033.com.au/assets/pdf/operationalplan/WSC_ResourcingStrategy2017(2).pdf)

Council Resolutions (*regarding the issue*)

- Adopted Resource Strategy 2017
- 35/2017; 29/2018; Cr Strategic Planning Day 20/03/2018
- Cr Strategic Planning Day 19/11/2016
- 36/2017 ; Cr Strategic Planning Day 20/03/2018; adopted in 2016 Issues paper; Cr Strategic Planning Day 19/11/2016
- Res: 35/2017; 36/2017; 29/2018; adopted in 2016 Issues paper; Cr Strategic Planning Day 19/11/2016

- Premier & State Priorities: Delivering Infrastructure; Building infrastructure; Safer communities; Improving road travel reliability; Reducing road fatalities
- District Plan Actions: 5; 6; 9; 24; 26; 27

Community views on the issue – Community Strategic Plan

The Management and provision of Infrastructure is one of 5 core themes of the adopted Community Strategic Plan. The theme is articulated into a number of outcomes and strategies that reinforce the community views on the issue of Transport Capacity. The Outcomes and Strategies that are relevant the the issue include;

Outcomes – what do we want?

1. Infrastructure that is safe, accessible and fit for purpose.
2. Infrastructure that is sustainably maintained
3. Infrastructure that delivers upon the expectations and needs of our growing community.

How will Council work to achieve what we want?

- Strategy IN1 – Improve the Condition of our Road Network

Manage, maintain and improve our road network to meet the needs of the community, now and into the future.

- Strategy IN2 – Provision of Infrastructure and Facilities

Provide a range of infrastructure and community facilities to meet the needs of the community, now and into the future.

- Strategy IN3 – Manage Infrastructure and Facilities

Manage infrastructure and community facilities to provide for and respond to community needs, improve safety and improve choices.

- Strategy IN5 – Advocacy

Advocate strongly for the interests of Wollondilly and its community in relation to infrastructure outcomes.

A full copy of the Community Strategic Plan can be viewed at;

[http://www.wollondilly2033.com.au/assets/pdf/operationalplan/WSC_CSP2033\(2\).pdf](http://www.wollondilly2033.com.au/assets/pdf/operationalplan/WSC_CSP2033(2).pdf)

Next steps...

1. Pursuing and agreeing to a consolidated, region based Transport Model. Pursuing this issue would require the consolidation of a number of different transport projects, most of which lead by the NSW State Government, including:
 - Transport modelling for the Greater MacArthur Region, currently in draft form, instigated by the Department of Planning
 - Transport Modelling for the Outer Sydney Orbital, by Transport for NSW
 - Assessment of the 'Picton Bypass' currently being conducted by The Roads and Maritime Service,
 - Consideration of traffic issues in and around the Badgerys Creek Aerotropolis, including the Western Sydney Infrastructure Plan – Local Roads Program, administered for the federal Government by the Roads and Maritime Service
 - Transport Modelling carried out by Wollondilly Shire Council as well and Camden and Campbelltown Councils.
2. Whilst the Greater Macarthur Region model covers much of the areas of concern, it doesn't cover the Badgerys Creek Aerotropolis area. Ideally the modelling should be included into the Sydney Metropolitan traffic model and or cover the Western Parkland City and the full region covered by the Western City Deal.
3. Consensus on the future deficiencies of infrastructure and the drafting of a transport infrastructure delivery plan that includes deliverables, timings, funding and associated development dependencies that also confirms the framework of State, Regional and Local level transport links including ownership, roles and responsibilities for implementation, operation and maintenance (otherwise known as Regional Road Review). We note that this may also require the review of what Roads and Maritime region that Wollondilly falls under (currently southern Region). Southern Region may remain as appropriate given the critical links between the Illawarra (and Port Kembla) but we also note Wollondilly being formalised into the Western Parkland City – which may require its own RMS region in itself.
4. Identification of funding sources for the Plans implementation