

## **Attachment 5**

### **Draft Future Transport Strategy**

#### **Randwick City Council submission (draft)**

Council recognises and congratulates Transport for NSW on developing a long term 40 year vision for transport, and the close collaboration and alignment achieved between the draft Future Transport Strategy (the Strategy) and the draft Greater Sydney Region and District Plans. We encourage ongoing close coordination of land use and transport planning between Transport for NSW, the Greater Sydney Commission and government agencies with the refinement, finalisation and implementation of the Strategy.

This submission is provided to Transport for NSW (TfNSW) in draft form, as the deadline for comments on the draft Future Transport Strategy falls before Council's consideration of this submission at its meeting on 12 December 2017. We will provide any additional or amended comments endorsed by Council following this meeting.

#### **Summary comments**

In summary, Council strongly supports the consistent structure of Sydney as a metropolis of three cities applied to the Strategy and the draft Greater Sydney Region Plan and District Plans. Underpinning the 3 city model is the concept of the 30 minute city, promoting access for people to jobs and services within 30 minutes by public transport. This common initiative to all three plans provides a sound basis for integrated land use and transport planning and is also supported.

#### *Greater Sydney and beyond*

The Strategy notes the relationship between Greater Sydney and connections to regional NSW and the east coast and the neighbouring satellite cities of Gosford and Wollongong. Integrated approaches to planning for Sydney's transport needs in relation to other NSW destinations is supported, and Council supports commitment to a high speed east coast light rail and improvements to the freight network linking Port Kembla to the emerging freight hub in south-west Sydney and the new western Sydney Airport, as a means to reduce the pressure of the freight load on Port Botany.

The draft Strategy makes uncertain commitments to long term actions beyond the 20 year plan, and Council considers that identification and protection of future major corridors needs to happen at an early stage, and recommends stronger actions are included in the final Strategy to reflect this, and thus provide greater certainty for associated land use planning and growth.

#### *Balancing changing technology and long term planning*

We support the alignment of the timeframes of the Strategy and the draft Greater Sydney Region Plan and District Plans, with a 40 year vision to 2056 and 20 year plan to 2036. This long term timeframe allows for identification and planning of future transport corridors and infrastructure, while also allowing a visionary perspective on the transformational potential of technological innovation.

Council recognises that this forward-thinking approach is critical for TfNSW to anticipate and respond to the rapidly changing and potentially disruptive impact of technology on transport usage, services, systems and infrastructure. A challenge of the Strategy is

therefore to remain flexible and responsive to these changes, while also providing clarity and certainty in terms of key directions, commitments and priorities for investment.

Council considers the Strategy is weighted towards flexibility and reliance on emerging or as-yet unknown technologies at the expense of clarity of directions, targets, timeframes and measures, and attention to current transport issues. A stronger focus on current pressing needs such as congestion management and analysis of the available options to address this in the short and medium term is suggested. Additionally, a clear commitment to transport network improvements beyond those already funded is requested to better coordinate with directions in the Greater Sydney Region and District Plans, and to ensure future corridors are reserved at an early stage.

We further suggest the final Strategy would benefit from stronger, more transparent targets and measures applied to the Strategy's outcomes, as well as more specific and prioritised commitments applied to the range of future directions nominated for investigation, including differentiation of directions that are already in place or are required to address current issues.

#### *Outcomes, targets and measures*

Council notes the structure of the Strategy in terms of outcomes, targets and measures, and directions for future investigation. While this is supported in principle, the targets and measures are generic, and fall well short of being suitable measures of the effectiveness of the associated outcomes. Council strongly encourages the addition of measurable targets, with identification of responsible parties for implementation, timeframes for delivery and metrics applied to allow tracking of progress. This approach has been taken in the draft Greater Sydney Region and District Plans.

We further note that the draft Strategy's future directions to investigate also lack detail, accountability or prioritisation. It is recommended that these directions are refined to identify actions that are currently underway and/or required to address existing issues, and include staged prioritisation of other future directions in line with milestones of: a current program, 0-10, 10-20 and 20 year+ timeframe, consistent with the timeframe used to define the future network.

#### *The role of government*

The Strategy has a focus on the increased role of 3<sup>rd</sup> party suppliers in delivering future transport, which places a strong emphasis on the NSW Government to expand its capacity as effective leaders, forecasters, analysts and procurement specialists enabled to assess and select the best innovation options for government investment on behalf of the population.

There is potential for the Strategy to place an over-reliance on the market to deliver desirable outcomes. While Council recognises that innovation often arises faster than governments can plan, this does not absolve the responsibility of government to provide strong leadership, and a regulatory and policy framework to guide the process and conditions for the roles of commercial organisations, to protect the interests of the community and balance the private sector's commercial imperatives and pressures, which may not be aligned with a sustainable transport future or positive customer outcomes.

Council also recommends that the Strategy takes greater advantage of the opportunity to work closely with councils, the community and stakeholders to help develop and

implement key outcomes, directions and targets. In particular, initiatives to introduce behaviour change towards sustainable transport options, input to the Principal Bicycle Network and local networks, the design of transport in centres and interchanges, and incentives towards more efficient use of the transport system must be supported and delivered on multiple fronts. Council is happy to work with TfNSW on these measures.

#### *Sustainability and active transport*

The draft Strategy references sustainability and active transport in a general sense, but they appear to be expressed as incidental matters that are not fully embedded in the Strategy's directions, with non-committal targets and a lack of specific measures. The Council encourages the Strategy to more fully embrace the opportunity for sustainable and active transport to contribute to the wider goals of transport efficiency, congestion reduction, interchange design and contribution to place. We further suggest that stronger and more specific actions should be developed in relation to Outcome 6 – Sustainability, with clear targets, metrics and road map of how the transport system will contribute to net zero emissions by 2050, which is within the timeframe of this Strategy.

#### *Mass transit infrastructure*

Council acknowledges the important role of mass transit in supporting jobs and economic growth, encouraging sustainable transport use and reducing congestion. Suitable public transport options are especially important for major economic centres, such as the Randwick Health and Education precinct. Council supports extension of the CBD and South East Light rail to Maroubra Junction, and notes that mass transit (metro) rail is identified for investigation in the south-east in a 10-20 year timeframe. Mass transit investigations are supported based on the need to meet demand for jobs and visitors in growing economic centres (such as Randwick Health and Education), but not on the basis that residential densification should automatically follow.

Council notes the importance of an integrated approach to planning for future transport in line with growth demands which improves on recent practice. The state government's 2012 commitment to deliver the CBD and South East Light Rail did not rely on urban renewal/densification to support the business case, as there was a clear existing travel demand and well-documented public transport deficit. Despite this, substantial redevelopment pressure along Anzac Parade has followed the light rail announcement, risking ad hoc opportunistic development, loss of affordable housing options and diversity, poor urban design outcomes and lack of supporting infrastructure. A consequence has been increased pressure on the new light rail service to accommodate the substantial additional demand created by densification on the route that was not forecast in the original scope.

Future land use and housing growth options are best identified by local councils as part of a comprehensive planning approach. Council seeks a stronger commitment across government to integrated and coordinated planning around future transport investment, to avoid reactive and inappropriate development outcomes.

Further detailed comments are provided in the attached table, responding to the Strategy's outcomes, measures and targets, and to the future directions identified in each chapter.