Submission to the
New South Wales Government’s
Draft Future Transport Strategy 2056
&
Greater Sydney Draft Services and Infrastructure
Plan

November 2017

To promote collaborative decision making for the sustainable and just economic development of Sydney, with a focus on employment growth.
Background on RDA Sydney Position

Regional Development Australia Sydney (RDA Sydney) welcomes the opportunity to comment on the Draft Future Transport Strategy 2056 and the Greater Sydney Draft Services and Infrastructure Plan issued by the New South Wales (NSW) Government.

RDA Sydney is a COAG initiated partnership between the Australian and NSW Governments created to strengthen communities. It is part of a national network of 55 RDA committees made up of local leaders who work with all levels of government, business and community groups to support their communities to create jobs, attract investment and grow their economies.

RDA Sydney works with all levels of government, industry groups, business, research and education institutions and community representatives to:

- To identify economic opportunities which can leverage private and public sector investment to the region;
- Facilitate connection of businesses, councils and industry sectors with international trade partners, financial markets and potential investors;
- Engage with entrepreneurs and emerging business leaders to explore new opportunities to grow local jobs in the region;
- Provide evidence-based advice to the Australian Government on critical regional development issues;
- Provide information on our region’s activities and competitive advantages to all levels of government, business and community sectors

We progress agendas through the establishment of or participation in interest groups, round table discussions and leadership networks.

Our work in conjunction with a wide range of stakeholders has allowed us to develop a knowledge of the economic profile of Greater Sydney through an annual economic baseline assessment, the advanced manufacturing sector, agribusiness, the aerospace and defence industry, transport and logistics (including freight strategies), employment land use policy, planning for an Aerotropolis and industry growth opportunities for the WS Airport, 3D modelling in planning, development of health and education precincts, affordable housing, smart work centres and co-working, innovation ecosystems, strategic procurement and metropolitan rural areas policy.

Our response to this Strategy and Plan is underpinned by RDA Sydney’s primary focus of job creation, investment attraction and growing the Greater Sydney economy.

The following is our submission in which firstly we provide comment on the Draft Future Transport Strategy 2056 and secondly provide comment on the Greater Sydney Draft Services and Infrastructure Plan.
RDA Sydney Submission

Preamble,

RDA Sydney would like to congratulate the NSW government for the approach they have adopted in developing the Draft Future Transport Strategy 2056 and the Greater Sydney Draft Services and Infrastructure Plan, as enabling plans and strategies to fit alongside the Greater Sydney Commission Draft Greater Sydney Region Plan and the updated Five District Plans.

The level of consultation and collaboration undertaken should be commended not only for this Strategy and Plan but also for such accompanying documents as the Future Transport Technology Roadmap and the Movement and Place Framework.

Whilst there is much complex information to consider, with many different overlaying plans in 2D within the various reports, it is difficult in many cases for those seeking to see how it all may or may not fit together in the future?

We believe that the use of 3D spatial technology such as that used in Singapore in the Singapore Land Authority Virtual Singapore model will enable government and public and private industry stakeholders to undertake detailed what-if analysis and scenario-planning, and to also visualize and communicate to stakeholder’s a more integrated seamless picture of how things might look and interact.


RDA Sydney and AAM recently launched ‘Virtual Sydney 3D Model’. We believe the model will be of particular interest to the public and private sector in evaluating strategic infrastructure, transport, and spatial land-use. The Model can be used by government as a tool for communicating with the public and potential investors. We strongly encourage the use of this tool in developing and implementing a future transport strategy for NSW.


RDA Sydney Submission to the Draft Future Transport Strategy 2056 & Greater Sydney Draft Services
And Infrastructure Plan

Draft Future Transport Strategy 2056

RDA Sydney fully supports the intent of the *Draft Strategy* in focusing on the quality and character of places and on the types of communities we want in the future. We agree that transport is an enabler for positive economic, social and environmental outcomes.

With this in mind we offer the following comments:-

- **Impact of Digital Disruption on Transport Technologies**
  The impact of digital disruption is unknown until it is upon us so a strategy that focuses on the user and their needs can guide strategy development over time. A report entitled *Rethinking Transportation 2020-2030: The Disruption of Transportation and the Collapse of the Internal –Combustion Vehicle and Oil Industries* released in May 2017 by an American think tank called RethinkX forecasts that in America once approval of Automated Vehicles for widespread use on public roads is made that within 10 years 95% of US passenger miles will be traveled by fleet owned Transport-as-a-Service (TaaS). The report goes onto to say that this cost effective on-demand transportation system will dramatically decrease car ownership whilst fleet vehicles will be used to full capacity. They estimate that this will occur by 2031.

  Although Australia differs greatly from America we do have a reputation of early take up of technology and based on this report it would seem that in the future it will be more economical for users not to own a car and rely on reliable AV on-demand vehicles for their transportation. The Future Transport Strategy may need to in its planning processes consider ‘what if’ scenarios based on various approval dates for AV usage on public roads in NSW. As indicated by the RethinkX report once approval occurs there are several prominent Companies waiting in the wings getting ready to take advantage of these opportunities on a large scale.

- **Necessity of Suitable Smart Phone Technology Platforms**

  *Strategy* does not seem to consider the implications as to the timing of 5G roll out in its scenarios. The efficient roll out of 5G, with its low latency and ultra-reliable networks, is a key safety feature in the development of autonomous vehicles. It is also essential for areas of densely connected devices.
• **Overcoming Cybersecurity Issues**
  Cyber Security is another aspect that the *Strategy* may want to explore further. The NSW Smart Innovation Centre as part of its work may want to partner with industry experts (many currently working with Defence and located in NSW) to ensure the Transport Systems in NSW are the safest in the world. This expertise could develop export opportunities for NSW businesses.

• **More Emphasis Needed into Future Access to Goods & Services in Strategy**
  The overall *Strategy* has a lot of good insight into the aspirations of current and future customers and their requirements with respect to how they will want to move and when etc.

However we are already seeing major changes in the way people want to procure goods and services from the private and public sector. They are seeking customization, real-time ordering/customer interaction and response in the purchase and delivery process.

This is radically changing the traditional supply chain process and putting pressure on the needed change to the supply chain, transportation and distribution industry. Major new and connected future goods and services transport models are required with respect to types, size and location of distribution centres. Also an understanding of the types, size and quantity of goods being transported now and into the future so as to optimize economic, environmental and social outcomes. Each of these changes will affect future transport modes, volumes and experience.

The *Strategy* provides insightful possibilities in addressing first and last mile movement of people and goods. However what is concerning is that many of the first and last mile locations fall within the responsibility of local government. Local Government Authorities in Sydney are striving to meet the needs of their community but to fully implement first and last mile strategies it will require retrofitting local roads, buildings etc., our concern is the financial capacity and technical expertise of some Councils may prevent the full implementation of these strategies. We are aware of the Smart Cities funding program which is available on a competitive basis from the Federal government but feel that if we want a comprehensive approach across Sydney regarding first and last mile strategies consideration should be given to establishing a NSW based program. Also, consideration should be given to providing technical support to Local Government as required.
In July 2017, RDA Sydney in partnership with the Hargraves Institute held a Freight and Supply Chain Workshop at Eastern Creek with 60 key stakeholders from organisations such as Linfox Australia, Qube, Pacific National, NSW Ports, Moorebank Intermodal, Australian Logistics Council, Road Freight NSW, Sydney Markets, Sydney Airport, Qantas, Cathay Pacific, Sydney Metro Airports, Deloitte, GHD, University of Sydney, Western Sydney University, TAFE and local government representatives from Blacktown, Liverpool and Penrith.

The main objective of the workshop was to hear from key Australian and NSW government Transport and Planning agencies and NSW Ports regarding progress on national and state freight, port and supply chain strategies. In order to encourage workshop discussion and debate, the participants were broken into relevant groups and given key questions to address the Federal Government’s Inquiry into National Freight and Supply Chain Priorities Discussion Paper.

At this stage the Draft Future Transport Strategy 2056 does not seem to focus strongly enough on how the movement of goods are going to be managed. Perhaps, understandably, this is because the updated NSW Freight and Ports Plan is yet to be released, as too the National Freight and Supply Chain Priorities. RDA Sydney urges that the final Strategy provides a comprehensive 40 year view on the management of freight, ports and supply chains.

- Our final comment regarding the draft Strategy is in regard to how we transition from the here and now to the new world. Parts of the Strategy are really well covered and quite visionary for example smart motorways, driverless trains and the use of drones for the delivery of goods. The initiatives for investigation are well placed for the long term projects and digital disruption but it is unclear how the Strategy ties in with for example the GSCs Collaboration Areas which are supposed to be centres of productivity. In this instance there are no initiatives in the strategy that focus on the needs of those designated Collaboration Areas e.g. ANSTO or the Bankstown Airport/Milperra Precinct.
Draft Greater Sydney Services and Infrastructure Plan

In this section RDA Sydney will provide comment regarding selected initiatives within the Plan.

Movement and Place Framework

Comment: RDA Sydney recommends that within the Movement & Place Framework a subset is developed that focuses on timeliness of delivery and movement of goods and time of day scenarios.

Greater Sydney Transport Objectives

Comment: RDA Sydney recommends Greater Sydney transport objectives include a key point regarding a customer outcome experience being the ability to sustainably and efficiently order and access timely goods and services.

Greater Sydney Customer Outcomes

Comment: We need efficient air freight access to international refrigeration and quarantine facilities at Sydney Airport and at the new airport in Western Sydney.

Sydney Wide Service Initiatives – Initiatives for investigation (0-10; 0-20 and 20+ years)

Comment: RDA Sydney recommends Service Initiatives should include a freight equivalent to the MaaS digital platform. This could include similar industry neutral open access technology between supply chain industry stakeholders.

Initiatives By Decade – Overview – Initiatives for Investigation – 0-10 years

Comment: RDA Sydney recommends Eastern Harbour City descriptor should include Freight movement to and from Port Botany (East/West connection) and define future corridor routes now in order to protect corridors of the future. In particular the Western Rail Freight Corridor out through beneath Prospect Reservoir out to Eastern Creek.

RDA Sydney recommends Western Parkland City descriptor should include the intention to develop a freight plan and implementation strategy in support of the growth of the Western Sydney Airport.

Vision for 2056: Corridors for moving people and goods

Comment: RDA Sydney suggests that there is some reference in these descriptors as to how this hierarchy of corridors will serve the movement of freight over a 40 year span. We need to understand how this will work alongside the major land use, infrastructure development and implementation timetable.
**Sydney – Wide Initiatives (Policy and Planning Initiatives)**

- Collaborating with industry to effectively integrate Connected and Autonomous Vehicles (CAVs) into the transport network through a number of specific initiatives. The key principle will be to harness the safety and efficiency benefits of CAVs while ensuring pedestrians and more sustainable transport is prioritised in centres.
  
  **Comment:** RDA Sydney recommends cyber security and network capacity should be a core component, development of vehicle ownership models including major fleet ownership should also be considered.

- Development and implementation of the Last Mile Freight Policy in collaboration with industry to encourage more freight movements in centres to take place out of normal business hours.
  
  **Comment:** Strongly agree, this was raised numerous times at the before mentioned Freight and Supply Chain Workshop. What also may need to be included is the systematized process of load sharing and the use of assets to break up loads using alternate last mile delivery methodology.

**Train/mass transit network – Initiatives for investigation (0-10 years)**

- North-south train link in Western Parkland City
  - St Marys to WSA – Badgerys Creek Aerotropolis
  - WSA – Badgerys Creek Aerotropolis to Campbelltown-Macarthur
  - St Marys –Cudgegong Road

- Leppington to WSA-Badgerys Creek Aerotropolis train link

  **Comment:** RDA Sydney understands that the Western Line will reach capacity by 2031 and it is essential that the Sydney Metro West is developed. We also believe that a north-south rail link is essential for the successful development of the Western Parkland City and should be given a high priority. The vision for the Western Parkland City in the Draft Greater Sydney Region Plan states ‘The emerging Western Parkland City with the Western Sydney Airport and Badgerys Creek Aerotropolis as a catalyst for the city cluster will grow a strong trade, logistics, advanced manufacturing, health, education and science economy and be the most connected place in Australia.’ RDA Sydney strongly recommends that rail connectivity be a priority for the Western Parkland City so as to enable the fruition of this vision.
Intermediate transit network – Initiatives for investigation (0 – 10)

- Infrastructure to support rapid bus connections between WSA, Liverpool, Penrith, Blacktown and Campbelltown-Macarthur (for priority planning)
- New/improved services on key routes across Greater Sydney including: Between WSA, Liverpool, Penrith, Blacktown and Campbelltown-Macarthur improved bus connections (for priority planning)

Comment: RDA Sydney supports the use of rapid bus connections in the Western Parkland City as an interim measure, however, it should never be considered as the solution to North-South connectivity.

Strategic road network – Initiatives for Investigation (0-10 years)

Comment: As indicated previously there are no initiatives for investigation for the transport needs and strategic road network of the GSC designated Collaboration Areas. Two stand out as requiring further investigation, that is, the ANSTO precinct and the Bankstown Airport/ Milperra Precinct. RDA Sydney recommends that these are considered for further investigation.

At our recent Freight and Supply Chain workshop there was a strong message from industry that ‘Getting outer Sydney M9 orbital defined and in place early & responsive to needs’ was essential to managing the freight task. RDA Sydney recommends that defining the M9 orbital occurs within the 0-10years investigation period.

Strategic freight network – overview of potential future freight corridors

Comment: In the current NSW Ports and Freight Strategy it refers to a proposed Western Sydney Intermodal Terminal and we assume with rail connectivity, however, in the Draft Future Transport 2056 Strategy there are no initiatives mentioned in relation to this proposed project. Also no consideration is given to an intermodal presence at the WS Airport and rail connectivity.