

Appendix A

Government Gazettes and Media
Releases



Media Release

Friday, 6 September 2002

20 KILOMETRE FREEWAY CORRIDOR ABANDONED AND DEDICATED TO PUBLIC TRANSPORT

A freeway planned since 1951 to run through Sydney's southern suburbs is to be abandoned in favour of public transport corridor and recreational uses.

The Minister for Roads, Mr Carl Scully, said today the 20 kilometre corridor, known as the F6 Freeway corridor, runs from the Princes Highway near the Royal National Park through to Sydney Park at St Peters.

"I have carefully reviewed this corridor and decided that a massive freeway development on this land is not in the best interests of Sydney-siders," Mr Scully said.

"A massive freeway would take up a swathe of area currently used by the community for public space, but a public transport use would only require a much narrower corridor, and I want as much open space as possible handed back to the community.

"Instead of a freeway a major study will determine suitable public transport options and where appropriate some local road connections in the corridor.

"The study will examine options for public transport, including heavy and light rail, bus only transitways and an Adelaide like O-Bahn system.

"I have also asked the RTA and TransportNSW to determine which parts of the corridor can be given back to the community for permanent open space.

"The RTA and TransportNSW will jointly fund the study which is expected to cost about \$350,000.

"This decision means the zoning reservation over the section of the corridor in the National Park can be removed guaranteeing that no freeway will ever be built here.

"The Member for Miranda, Barry Collier, and the Member for Heathcote, Ian McManus, have asked that the corridor from the Royal National Park through Kirrawee and Gymea to the railway line just east of Gymea station will be dedicated open space. I will personally examine their request to see if this can be done.

"This is an investment of many millions of dollars by the State Government in dedicated open space for the people of Sutherland Shire and southern Sydney," Mr Scully said.

"At the request of Barry Collier, particular attention will be paid to protecting the area behind the Port Hacking High School for open space, and I will be examining how this area can be best protected.

"I have assured Barry Collier that the large areas of the existing open space in RTA ownership in the corridor south of the Cronulla railway line will not be sold off to developers.

In addition, the Member for Rockdale George Thompson has asked that particular attention is shown to protecting the open space at Scarborough Park, Ramsgate.

"This is a huge win for public transport and a great day for protecting open space in southern Sydney," Mr Scully said.

ated this 19th day of February 2003.

JAMES JACOB SPIGELMAN,
Lieutenant-Governor
of the State of New South Wales.

SCHEDULE

All that parcel of land shown as Lots 1 to 6 inclusive in deposited Plan 1049520, situated in the Wollongong City Council area, Parish of Calderwood, County of Camden.

corridor between St Peters and the Royal National Park which passes through the local government areas of Marrickville, Rockdale and Sutherland Shire. Further, I direct that the Roads and Traffic Authority not construct any road or transport development of any type between the Royal National Park and the southern side of Gymea Station, so that this portion of the F6 corridor can be preserved, as much as possible, for open space.

CARL SCULLY, M.P.,
Minister for Roads

SPORTING INJURIES INSURANCE ACT 1978

Order of Declaration under Section 5

IN pursuance of section 5 of the Sporting Injuries Insurance Act 1978, I declare by this Order the THE INTERNATIONAL BUDO FEDERATION (AUSTRALIA) to be a sporting organisation, for the purposes of the provisions of the Act, in respect of the activities of Pankration.

KATE MCKENZIE,
Chairperson.

Sporting Injuries Committee,
Sydney, 25th February 2003.

TRANSPORT ADMINISTRATION ACT 1988

LAND ACQUISITION (JUST TERMS COMPENSATION) ACT 1991

Notice of Compulsory Acquisition of Land for the Purposes of the State Rail Authority of New South Wales

THE State Rail Authority of New South Wales, with the approval of Her Excellency the Governor, declares that the sub-surface stratum land described in the Schedule hereto is acquired by compulsory process under the provisions of the Land Acquisition (Just Terms Compensation) Act 1991, for the purposes of the State Rail Authority, as authorised by the Transport Administration Act 1988, being for underground rail facilities in connection with the Parramatta Rail Link.

The Minister responsible for the State Rail Authority of New South Wales is satisfied that the State Rail Authority of New South Wales requires immediate vacant possession of the land described in the Schedule.

Dated this 18th day of November 2002.

HOWARD LACY,
Chief Executive.

SPORTING INJURIES INSURANCE ACT 1978

Order of Declaration under Section 5

IN pursuance of section 5 of the Sporting Injuries Insurance Act 1978, I declare by this Order the MACKSVILLE & DISTRICTS BASKETBALL ASSOCIATION to be a sporting organisation, for the purposes of the provisions of the Act, in respect of the activity of Basketball.

KATE MCKENZIE,
Chairperson.

Sporting Injuries Committee,
Sydney, 25th February 2003.

SCHEDULE

All that sub-surface stratum of land situate at Macquarie Park in the Local Government Area of Ryde, Parish of Hunters Hill, County of Cumberland and State of New South Wales, being that part of Lot 1 in Deposited Plan 1046092 within Lots 1 and 2 in Deposited Plan 270258, having an area of 864 square metres or thereabouts. This land is to be excluded from Community Plan DP 270258 and an application has been made to the Supreme Court by Plaintiff No. 1587 of 2003. for orders amending any applicable development contract, and the management statement, by-laws and schedule of unit entitlements as a consequence of the acquisition.

SRA Reference: 012969.

SPORTING INJURIES INSURANCE ACT 1978

Order of Declaration under Section 5

IN pursuance of section 5 of the Sporting Injuries Insurance Act 1978, I declare by this Order the SOCCER NSW LTD - COUNCIL OF CLUBS to be a sporting organisation, for the purposes of the provisions of the Act, in respect of the activity of Soccer.

KATE MCKENZIE,
Chairperson.

Sporting Injuries Committee,
Sydney, 25th February 2003.

TRANSPORT ADMINISTRATION ACT 1988

LAND ACQUISITION (JUST TERMS COMPENSATION) ACT 1991

Notice of Compulsory Acquisition of Land for the Purposes of the State Rail Authority of New South Wales

THE State Rail Authority of New South Wales, with the approval of Her Excellency the Governor, declares that the sub-surface stratum land described in the Schedule hereto

TRANSPORT ADMINISTRATION ACT 1988

DIRECTION

Section 49 — Transport Administration Act 1988

I, CARL SCULLY, the Minister for Roads, hereby direct the Chief Executive of the Roads and Traffic Authority not to construct any freeway or motorway on the proposed F6

THE HON CARL SCULLY MP
Minister for Transport
Minister for Roads



MEDIA RELEASE

Wednesday 5 March 2003

F6 CORRIDOR COMMUNITY TASKFORCE TO INVESTIGATE FUTURE USE OF RTA LAND

The Minister for Roads, Mr Carl Scully, today announced a new taskforce to investigate ways the community can best use State Government land in the southern section of the F6 Freeway corridor.

Last year the State Government announced the scrapping of a planned freeway along a 20 kilometre corridor from the Princes Highway near the Royal National Park to Sydney Park at St Peters.

Instead, corridor land south of Gymea Station will be retained for community use. Corridor land north of Gymea Station will be studied for public transport options.

"This new taskforce will look at ways the community could best use the open areas of land owned by the RTA in the F6 Freeway corridor between Gymea Station and the Royal National Park," Mr Scully said.

"The Member for Miranda, Mr Barry Collier, will chair the community taskforce which will include representatives from the RTA, Sutherland Shire Council and local residents.

TransportNSW is currently conducting a study north of Gymea to determine appropriate public transport options within the corridor.

The RTA and TransportNSW have jointly funded the study which will be completed by the end of the year.

"The study will look at several options for public transport, including heavy and light rail, bus only transitways and an O-Bahn-type system now in use in Adelaide," Mr Scully said.

"A community consultation process will form part of that study.

Mr Scully last year said he scrapped plans to build the freeway because it was not in the best interests of Sydney-siders.

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MINISTRY OF TRANSPORT

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Media Release

7 April 2004

RAIL CLEARWAYS PLAN TO TRANSFORM RAIL NETWORK

The Premier of NSW, Mr Bob Carr today unveiled plans for 15 key projects totalling more than \$1 billion to improve capacity and reliability on Sydney's metropolitan rail network.

The NSW Government's 'Rail Clearway's' plan - to be completed by 2010 - would separate the existing 14 CityRail lines.

This would create 5 independent lines ([map attached](#) - 59 kb PDF) to deliver more reliable, frequent services and reduce congestion and delays:

- ◆ The **Illawarra and Eastern Suburbs** line;
- ◆ The **Bankstown** line;
- ◆ A **Campbelltown Express** line;
- ◆ **Airport and South** line; and
- ◆ A **North - West** line.

Mr Carr said separating lines would isolate problems and delays and stop the entire network from grinding to a halt.

"Clearways will transform our rail system," Mr Carr said.

"We have one of the most complex rail systems in the world, providing nearly 1 million passenger journeys every working day," Mr Carr said.

"This makes it vulnerable to disruption.

"By removing these interconnections and bottlenecks we will deliver what every Sydney rail commuter wants - simpler timetables with more regular and reliable services."

To create the rail clearways, RailCorp will build additional track, platforms turnbacks and loops to increase capacity and ease congestion.

The estimated \$1.018 billion would be funded from RailCorp borrowings and see 15 key projects completed by 2009-10 across the CityRail system.

Mr Carr said the clearways project and a \$1.5 billion investment in new rail carriages are the most significant recent investments in our rail network.

The projects ([map attached](#) - 82 kb PDF) include:

- ◆ **Bondi Junction Turnback** - \$55 million - scheduled completion 2005;
- ◆ **Macdonaldtown Turnback** - \$17 million - scheduled completion 2005;
- ◆ **Berowra Platform** - \$6 million - scheduled completion 2005 ;
- ◆ **Revesby Turnback** - \$40million - scheduled completion 2006;
- ◆ **Hornsby Platform 5*** - \$30 million - scheduled completion 2007 (TIDC to contribute additional \$30 million from Epping to Chatswood Rail Link budget);
- ◆ **Homebush Turnback** - \$25 million - scheduled completion 2007;
- ◆ **Lidcombe Turnback** - \$50 million - scheduled completion 2007 ;
- ◆ **Cronulla Line Duplication** - \$145 million - scheduled completion 2008;
- ◆ **Liverpool Turnback** - \$50 million - scheduled completion 2008;
- ◆ **Macdonaldtown Stabling** - \$40 million - scheduled completion 2008;
- ◆ **Kingsgrove-Revesby 4 additional tracks** - \$230 million - scheduled completion 2009;
- ◆ **Sydenham - Erskineville 2 additional tracks** - \$190 million - scheduled completion 2009-10;
- ◆ **Quakers Hill - Schofields Duplication** - \$80 million - scheduled completion 2009-10 ;
- ◆ **Macarthur 4th Platform** - \$40 million - scheduled completion 2009-10; and;
- ◆ **Carlingford Crossing Loop** - \$20 million - scheduled completion 2009-10.

Mr Carr and Transport Services Minister Michael Costa today visited Erskineville Station, where 2 additional tracks to Sydenham will be built to boost capacity on one of the network's critical bottlenecks.

The Erskineville-Sydenham corridor currently merges trains from 3 major suburban lines - Illawarra, Campbelltown and Bankstown lines - onto two pairs of tracks. It moves 52,000 people on 25 trains every hour into the city.

The new tracks will keep all 3 lines separate, allowing the corridor to move 36 trains carrying 65,000 passengers per hour during peak periods and improve reliability.

Mr Costa said the Erskineville-Sydenham corridor was an example of the strategic projects needed to untangle a system that had become overly complex.

"Sydney's rail network has been a series of 'add-on's that have evolved over 148 years, with each new line adding more complexity to the system," Mr Costa said.

"It's not possible to generate widespread reliability improvements on the current interconnected system.

"Rail clearways are a significant shift in our approach to the rail system.

"These 15 projects will allow rail operators to address the system's current problems before adding more lines to the network."

Appendix B

Stakeholder Consultation

PUBLIC FORUM OUTLINE

Rockdale

Date: Monday 10th March 2003

Venue: Conference Room
Rockdale Council Administration
Building
2 Bryant St
Rockdale

Time: 6.30pm – 8.30pm

Sutherland

Date: Thursday 13th March 2003

Venue: Stapleton House, 3a Stapleton Ave
Sutherland

Time: 6.30pm – 8.30pm

The aim of the forum is to inform the community of the study and for the community to assist with identifying issues for consideration. There will not be any powerpoint presentations. The focus will be on a facilitated discussion with the community attendees. The discussion will be used to identify the key transport issues in the corridor and how the opportunity of investigating public transport options for the F6 corridor may address these issues. A broad outline of the forum is provided in the table below.

PB is receiving registrations of attendance and will provide an indication of the likely numbers prior to the meetings.

Outline	Who?
6.30 Introduction/Welcome <ul style="list-style-type: none"> ▪ Transport NSW and RTA jointly commissioned Parsons Brinckerhoff to complete study of public transport options for the F6 Corridor. ▪ Thank people for attending ▪ Introduce John Mant as facilitator 	Transport NSW / RTA
6.35 Facilitated Discussion: Looking to the future <ul style="list-style-type: none"> ▪ Identify major changes over the next 20 years ▪ Identify the big current transport issues in the area (the good and bad points about transport in the area) 	JM
6.55 Background to the Study <ul style="list-style-type: none"> ▪ Brief History of the F6 Corridor (1951 CC plan, LEP to current ministerial announcement) ▪ Brief description of the F6 Corridor (informal discussion based on the aerial photograph with the corridor highlighted) 	AH
7.00 Facilitated Discussion: Public Transport Needs Based on the anticipated future changes and current transport issues: <ul style="list-style-type: none"> ▪ What makes an effective public transport corridor? ▪ What needs to be done to make the F6 Corridor an 	JM

Outline	Who?
attractive public transport option?	
<p>7.20 Small group discussion:</p> <ul style="list-style-type: none"> ▪ The F6 Corridor and public transport. ▪ SWOT Analysis ▪ Break out into groups to identify the F6 corridors strengths, weaknesses, opportunities and threats as a public transport corridor. ▪ Small groups to report back to larger group ▪ John Mant to facilitate 	JM
<p>8.00 Wrap Up</p> <ul style="list-style-type: none"> ▪ Transport NSW will distribute notes from meeting ▪ Additional forums held at a later stage in the study ▪ Ensure your contact details on sign-in sheet ▪ Comment sheets for those who would like the opportunity to add further comments/or who felt they had more to say. 	JM
8.15 Thank you for attending	Transport NSW/ RTA

Other:

Refreshments (TNSW)

Maps (PB): Aerial Photo, Working UBD bases, existing public transport map, trip generators map, major roads map, basic travel info.

Resources (PB): Tracing paper, Butchers paper, comment sheets, paper, and pens.

**F6 Community Forum
Rockdale Council
Monday, 10 March 2003**

Forum Notes

Aim of community forum:

The aim of the forum was to inform the community about the study and for the community to assist with identifying issues for consideration in the study. Facilitated discussion was used to identify the key transport issues in the corridor and how public transport options for the F6 corridor may address these issues.

Outline:

- Introduction and welcome
- Group Discussion 1: Potential major changes and transport issues over next 10 years (see below)
- Background to the study
- Group Discussion 2: Successful public transport (see below)
- Close

Notes from Group Discussion 1:

What potential major changes and transport issues are expected over next 10 years?

Development Demands

- major redevelopment of Wolli Creek
- environmental rehabilitation versus demand for development
- increasing densities – greater push for townhouses/villas
- ‘densification’ – more people, houses and cars
- plans to expand Port Botany will mean twice as many containers in the next ten years, three times as many in the next twenty years – therefore more traffic congestion

Open Space and Green Space

- pressure on public open space
- much of local public open space is in the corridor – don’t want this lost
- wetlands in Scarborough Park need to be retained
- concerns about loss of Sydney Park

F6 Corridor

- needs to consider different options for public transport
- suggest use of corridor for heavy rail
- northern section of corridor ends in industrial area – not much use as public transport corridor

Public Transport

- existing public transport system to area is limited (and hours of operation are limited)
- ageing population will affect public transport needs
- the increase in the number of commuters will have to be catered for
- difficult to access Illawarra line
- more buses needed
- need to improve bus driver behaviour
- need to look at alternatives for public transport
- consider light rail service to provide for those areas with little public transport
- feeder network connecting houses to nodes is limited

- public transport needs to terminate somewhere or to something

Private Transport

- more cars on roads
- remove trucks from residential streets
- M5 removed a lot of CBD destined traffic
- M5 didn't make a difference to north-south transport only east-west transport
- remove traffic from Cambell Road
- loss of amenity and quality of life due to through-traffic

Bicycle Networks

- Alexandra Canal is an important bicycle path
- desire for bike paths to connect Sutherland to CBD

Notes from Group Discussion 2:

What makes a public transport system successful? (the good and bad points)

'Good points'

- potential for good connections to south e.g. Miranda, Carringbah
- introduce system similar to those articulated in Christie's report and similar to London Underground – high frequency, reliability and in real time
- consider comfort and safety
- need to satisfy demand

'Bad points'

- cost: public transport for the F6 corridor appears to be a waste of money – not going to take anyone anywhere
- concern that people will continue to use Illawarra line – not enough costumers to service two public transport systems
- needs to connect to an existing network
- commuters from Cronulla won't use the system and will remain in their car
- hours of operation: must service its users (e.g. the airport rail line can't be used before 6am due to track maintenance)
- questioned whether public transport for the F6 corridor will be considered as competition for the airport line (i.e. the potential for loss of patronage and therefore income for this line)
- corridor runs too close to Illawarra line at Kogarah to be worthwhile as a public transport system in this location
- part of corridor was land fill
- noise and need for mitigation measures
- concerns about impacts to existing road networks

Other issues

- improve Illawarra line and parking stations – we have an existing line, make it work
- most overloaded trains are the express trains
- State Rail is planning improvements for the Illawarra line e.g. Bondi Junction turn back facility
- if buses are proposed should be trolley buses
- discussion about what system would be least impact to environment/wetland area – buses or rail system can both work depending on cost and mitigation measures
- limitations of Captain Cook Bridge – possibility of a 'Nippon Clip-on' (adding another lane/bridge for public transport)
- questioned timeframe for project
- output from this study is to advise TransportNSW about possible options and their opportunities/constraints

- concern about houses that have been identified as within the corridor for the past 50 years
- directly affected property owners have to obtain RTA approval for any works
- possibility of locating transport system underground
- questioned who will fund the public transport system
- questioned why government abandoned the road for the F6 corridor

Consultation

- Campbell Road residents concerned about consultation about the future of their area

**F6 Community Forum
Stapleton House, Sutherland
Thursday, 13 March 2003**

Forum Notes

Aim of community forum:

The aim of the forum was to inform the community about the study and for the community to assist with identifying issues for consideration in the study. Facilitated discussion was used to identify the key transport issues in the corridor and how public transport options for the F6 corridor may address these issues.

Outline:

- Introduction and welcome
- Group Discussion 1: Potential major changes and transport issues over next 10 years (see below)
- Background to the study
- Group Discussion 2: Successful public transport (see below)
- Close

Notes from Group Discussion 1:

What potential major changes and transport issues are expected over next 10 years?

Political Background

- Minister announced abandonment of road in September 2002
- Minister plans to set up community-based taskforce to guide future use of designated open space south of railway corridor

Demographic Changes

- increase in population and ageing population
- ageing population will want same level of accessibility to public transport
- ageing population will also mean less children catching school buses (the traditional bread and butter of a bus service)

Technology Changes

- possibility of alternative energy sources for private vehicles – therefore potential for less pollution
- some debate that public transport improvements need to include broader environmental issues as well as air quality issues

Development Demands and Private Transport Changes

- parking, transport and housing – these three issues will create future problems in Sydney
- increase in car ownership levels
- more traffic travelling through the shire
- major transport corridors run north to south rather than east to west
- vehicles currently trying to cross east to west are causing congestion
- concerns about providing access for emergency services
- concerns that freeways do not reduce traffic, but rather, they induce it
- likely increase in commuters from Wollongong (especially given plans to expand Port Botany)

Public Transport

- would like to see light rail in the next ten years

- would like to see the Cronulla spurline duplicated in the next ten years
- need to increase frequency of the Illawarra line
- need to move away from rail focus, also consider other modes
- we will continue to have traffic congestion until there is an improved public transport system
- need to provide an integrated system – buses and trains must provide access to all parts of shire
- if a rail-link was provided between Hurstville and Strathfield, suggest that this system would be better to connect with it, rather than to CBD
- need link between Bankstown and Sutherland

Cycle and Pedestrian Networks

- insufficient cycle paths throughout area
- poor pedestrian facilities

Amenity and Environmental Issues

- hope to see more public open space
- concerns about amenity changes to directly affected communities (e.g. potential health and nuisance impacts)
- concerns about impacts on wetlands in Rockdale

Council's Planning Documents

- concern about insufficient parking allocated for private dwellings in Council's draft Local Environmental Plan (LEP) meaning more cars parked on streets
- Council is working towards an integrated transport plan through the draft LEP

Other issues

- improved communication between government agencies at all levels and communities
- concerned that improvements won't happen
- more flexible work patterns may mean that peak hour is extended and the difference between morning and afternoon peak is less marked

Notes from Group Discussion 2:

What makes a public transport system successful? (the good and bad points)

'Good points'

- need to include cycling as part of integrated transport (e.g. as part of daily commuting trips)
- lack of carparking in centres will mean more reliance on public transport to get to these places
- potential for multi-modal corridor
- opens up number of opportunities – e.g. access to employment and recreational areas (including bike paths)
- look at world's best practice for ideas
- transport systems should be about access rather than movement
- consider incentives for people to use bus service e.g. real time information (especially in areas such as Menai)
- public transport system has to be attractive enough to get people out of their cars (e.g. commuter carparks at stations, comparable travel times, bike and suitcase racks, bike parking in work premises etc)
- effective bus feeder systems
- need a radial system rather than grid system

'Bad points'

- needs to be comparable with private vehicle commuter times to be successful
- suggestion that what residents need to be near isn't in local area, therefore why not locate services/facilities in Sutherland, rather than locating them elsewhere and increasing reliance on travelling to get to services/facilities
- no point starting another mode of transport unless it connects to existing networks
- light rail suggestion may lead to increased development along the corridor
- access to the corridor is the issue
- not everyone wants to travel to the CBD every time
- what happens at northern end – no connection to anything
- look at alternatives for northern connections
- needs to connect to appropriate trip generators and landuses (such as employment areas) e.g. CBD or areas north of, or within, shire
- need to connect to Bankstown, Kogarah, Hurstville, otherwise producing system that is parallel to Illawarra line
- discussed Adelaide's bus service - questioned success of bus link to CBD if it takes too long to access bus link from residential areas
- affordability has to be considered (e.g. cost of airport rail line and privately-owned stations)

Planning and Government Policies

- government's urban consolidation policies have not linked with improving public transport
- need to look at overall picture and needs to be cost-effective
- questioned whether parts of corridor will be sold to developers now that it has been abandoned for road corridor – Minister has indicated that corridor will not be sold for development
- what everyone would like to see is improvements and decisions made on a community basis, not a political basis
- appropriate planning for land uses around the corridor will make it a more viable system
- lack of coordination between planning in agencies (e.g. rail, road, bus)
- long hiatus in public transport expansion in recent times
- some parts of the corridor have been zoned by local councils as open space in draft LEPs. (note: these changes in zoning have not been gazetted)
- questioned what should come first – infrastructure or land use planning?

Environmental/Amenity Issues

- concern that through-traffic will increase
- suggestion to tunnel from Captain Cook Bridge to southern end of Sutherland, this will reduce noise impacts and intrusiveness when compared to a freeway
- concerns about pollution from tunnels (particularly stacks)
- suggestion that many people purchased property along the corridor knowingly, and therefore should not have cause for complaint
- increasing desire for the environment to be looked after, can no longer be ignored
- protect riparian vegetation

Presentation of Transport Vision by SSEC

- provided alternative history – lobbying to prevent freeway for corridor
- concerned that a freeway would divide Sutherland
- started campaign for good light rail system
- want an integrated transport system
- copy of vision available at www.ssec.org.au

Appendix C

Summary of Relevant State
Government Strategic Plans and
Local Council Planning Policies

Strategic Planning Context

The NSW Government is committed to a sustainable future. In the past five years it has released a series of plans and strategies to implement this commitment through a clear planning framework and specific action programs.

The government's major plans and strategies include:

- the 25-year air quality management plan, *Action for Air*;
- the integrated transport plan, *Action for Transport 2010*;
- the planning strategy for the Greater Metropolitan Region, *Shaping Our Cities*; and
- Integrating Land Use and Transport - A Planning Policy Package.

These key planning documents embody the critical objectives of:

- reducing the growth in vehicle kilometres travelled (VKT);
- improving air quality and reducing greenhouse gas emissions;
- building more compact cities;
- promoting economic development; and
- creating jobs.

The planning documents outlined are briefly reviewed to provide a broader context for planning investigations in the F6 corridor.

Action for Air

Action for Air aims for a fundamental change in air quality management in NSW by sketching the big picture and identifying everyone's place within it, so that government, the community and the business sector understand how they must work together to protect human health and the quality of the environment. The responsibility for keeping the air clean is shared by everyone.

Isolated pockets of action will not achieve our air quality goals over the next 25 years. The key to protecting air quality is to launch a concerted and sustained effort across all spheres of government, industry and the community.

The action plan described focuses primarily on the greater Sydney metropolitan region and contains diverse strategies and actions, approaching the problem on many fronts and linking State and local government, industry and individual actions for an integrated attack on air pollution. Transport initiatives sit alongside actions to reduce industrial and household emissions. Technology initiatives sit alongside education and regulatory initiatives.

The *Action for Air* key objectives are described in a brief overview and the strategies and actions to support these objectives are detailed under eight separate headings.

The relevant objectives of *Action for Air* to the F6 Corridor public transport options study are to:

- integrate air quality goals and urban transport planning - aims to reduce unnecessary and longer distance trips i.e. reduce VKT, setting and maintaining that limit through integrated planning decisions and improving transport choices;
- provide more and better transport choices - aims to provide attractive and feasible options other than private vehicle trips for a wider range of trip purposes; and
- monitor, report on and review air quality - aims to keep track of the measures used to reduce the impacts of transport on air quality to ensure that they are meeting the intended objectives.

Action for Transport 2010

In 1998 the State Government released *Action for Transport 2010*. The document contained a range of integrated transport improvement proposals for the Sydney network. *Action for Transport 2010* highlights a ten-point action plan for Sydney that involves actions to:

- get the best out of the Sydney system;
- improve Sydney's air quality;
- reduce car dependency;
- meet the needs of our growing suburbs;
- get more people on to public transport;
- safeguard our environment;
- make space for cyclists and walkers;
- prevent accidents and save lives;
- make freight more competitive; and
- give the community value for money.

The document does not include the development of a road or public transport corridor along the F6 road reservation. Proposals within the document that relate to southern Sydney and the Illawarra line are discussed below.

The Bondi Beach rail link was intended to be an extension of the eastern suburbs rail line from Bondi Junction to Bondi Beach. Apart from providing direct rail access to Bondi Beach, the link would have improved the turnback capacity for the Illawarra rail line, increasing the number of services able to use the line during peak periods. Services during peak periods are currently limited to 14 per hour due to the low turnback capacity at Bondi Junction terminal. In May 2001 it was announced the Bondi Beach rail line would not proceed as planned.

Then the State Government announced planning for an improved turnback facility at Bondi Junction statistics. This would allow an increase in services for the Illawarra line from the current maximum of 14 services per hour to up to 18 services per hour during peak periods. Effectively this would allow 6,000 extra passengers per hour during peak periods, relieving overcrowding and rapid growths in patronage. At present it is expected that work for the Bondi Junction turnback is likely to be completed in late 2005 or early 2006.

Action for Transport 2010 identified existing cross regional bus routes and a number of proposals were made for the area. The proposals were:

- Ramsgate to Bankstown via Hurstville and Padstow. This service now currently operates, however it terminates at Hurstville, therefore not serving Ramsgate;
- Hurstville to Campsie. This service is now in operation continuing onto Burwood and Drummoyne. Another service operates a similar route starting from Rockdale instead of Hurstville; and
- Miranda to Bankstown via Menai and Padstow. Currently a service runs from Miranda to Padstow via Menai but does not continue onto Bankstown.

There were no cross regional bus route proposals that mirror the F6 corridor. There are no current bus routes that operate serving the area along the F6 corridor.

Within southern Sydney a number of major projects proposed in the original document have since been completed, notably the M5 East motorway and the Airport rail line.

There were no Rapid Bus Only Transitways proposed for the area along the F6 corridor.

Shaping Our Cities

Shaping Our Cities was the key planning strategy for the Greater Metropolitan Region of Sydney, Newcastle, Wollongong and the Central Coast produced by the former Planning NSW. *Shaping Our Cities* identifies the overall planning priorities for this area and will guide the decisions of local councils and State Government agencies.

The plan is to create, through this strategic planning framework:

- community wellbeing through housing choice, more recreational opportunities and a healthy environment;
- attractive, safe and affordable neighbourhoods;
- a strong economy that can provide employment and a high quality of life for everyone; and
- transport systems and urban structures which provide equitable access to jobs, services and leisure.

The main transport objectives of the strategy stated in *Shaping our Cities* are to encourage:

- urban structures which make public transport, walking and cycling more attractive and viable while moderating car use;

- giving priority to the proper consideration of transport in the land use planning and assessment process with active discouragement of unnecessary car use;
- improved public transport infrastructure and services with stronger cross regional links and support for Parramatta and other regional centres; and
- better management of commercial vehicle movement e.g. freight.

Integrating Land Use and Transport – A Planning Policy Package

In December 2001, the State Government released for public comment, *Integrating Land Use and Transport*, a package of policies, guidelines and research applicable to urban areas in NSW. The four elements include:

- *The right place for business and services* – planning policy on the management of travel demand by encouraging the location of appropriate trip-generating development in centres;
- *Improving Transport Choice* – practice guidelines to implement the policy;
- *Draft State Environmental Planning Policy (SEPP) Numer 66 Integration of Land Use and Transport* – draft statutory instrument; and
- *Employment and journey to work patterns in the Greater Metropolitan Region* – a working paper with key statistics.

The package provides guidance to ensure that metropolitan planning and transport objectives can be achieved at a local level.

The main objectives of the planning policy are to:

- improve access to housing, jobs and services by walking, cycling and using public transport;
- increase the choice of available transport and reduce dependence on cars;
- reduce travel demand, including the number of person trips generated by development and the distances travelled, especially by car;
- support the efficient and viable operation of public transport services; and
- provide for the efficient movement of freight.

The guidelines are based on 10 “accessible development principles”

- concentrate in mixed centres i.e. develop concentrated centres containing the highest appropriate densities of housing, employment, services and public facilities within an acceptable walking distance of major public transport nodes;
- mixed uses in centres i.e. encourage a mix of housing, employment, services, public facilities and other compatible land uses, in accessible centers;
- align centres within corridors i.e. **concentrate high density, mixed use, accessible centres along major public transport corridors within urban areas;**

- link public transport with land use strategies i.e. Plan and implement public transport infrastructure and services in conjunction with land use strategies to maximise access along corridors, and to and from centers;
- connect streets i.e. provide street networks with multiple and direct connections to public transport services and efficient access for buses;
- improve pedestrian access i.e. provide walkable environments and give greater priority to access for pedestrians, including access for people with disabilities;
- improve cycle access i.e.; maximise cyclists' accessibility to centres, services, facilities and employment locations;
- manage parking supply i.e. use the location, supply and availability of parking to discourage car use;
- improve road management i.e. improve transport choice and promote an integrated transport approach by managing road traffic flow and priority of transport modes; and
- implement good urban design i.e. design with an emphasis on the needs of pedestrians, cyclists and public transport users.

Draft SEPP 66 "Integration of Land Use and Transport" aims to better integrate land use and transport planning at the local level by putting in place provision to guide the preparation of draft LEPs, adoption of development control plans and master plans and the consideration of development applications.

Major urban centres are those with relatively high levels of accessibility and community investment in infrastructure and public services. They are the preferred locations for large-scale suburban office development and higher order retail, entertainment, commercial and public facilities.

Local Council Planning Policies

The F6 reservation passes through four local government areas: Sutherland, Rockdale, Marrickville and South Sydney. The majority of the reservation passes north-south through the length of Sutherland and Rockdale Council areas. The northern end of the corridor crosses the eastern edge of Marrickville Council then into the southern edge of South Sydney Council. Relevant Council planning documents and transport strategies are briefly reviewed below.

Sutherland Shire Council

The Sutherland Shire Council "Blueprint for Action" provides strategies to guide the implementation of the framework for decision making and planning set in the "Shaping Our Shire to 2030" strategic planning process. There are six areas of investigation that form the basis of the Shires Draft Structure Plan, objectives and actions that are embodied in the Draft People's LEP (2003) and Councils Management Plan. An integrated transport plan is one of the six investigation areas.

The key aim of the integrated transport plan is to provide an integrated efficient transport system with an appropriate balance of public and private transport options, which

supports sustainable social, economic and environmental goals (Blueprint for Action: Towards our New Local Environment Plan, Sutherland Shire Council, 2001).

The strategy provides a background to the need to reduce private motor car use and acknowledges that there is a problem with growth of traffic congestion and the associated impacts. The strategy notes that to reverse the trend of increasing congestion it is critical that an effective and efficient transport system must be provided. In response to this, key objectives and actions for inclusion in the People's LEP and Management Plan were established.

The key objectives are to:

- all new and existing development is integrated with the appropriate nodes and transport corridors such as roads, rail lines, bus routes, pedestrian and cycle paths. Clear linkages and coordination takes place between the different transport modes to ensure an efficient and balanced transport system;
- the infrastructure for sustainable transport is able to meet capacity demands and respond to people's needs in a flexible manner;
- the most suitable mode of transport is provided for both existing and future development in a timely manner; and
- transport systems support and maximise economic development opportunities and are organised so that any physical, natural or environmental risk is minimised.

Some of key actions are to:

- explore the potential for existing transport corridors to be developed for multi modal use;
- to pursue the duplication of the Cronulla line and upgrade of the Illawarra line to increase service capacity;
- define a hierarchy of transport interchanges and strengthen the role of each by implementing a program of works to improve modal integration, accessibility, information and safety;
- obtain State government commitment for the establishment of a transport committee to better integrate transport planning activity in the Shire at a regional level;
- explore the introduction of pay parking at major centres as a demand management tool and public transport funding source; and
- reduce vehicles dependence by providing effective bus/rail interchange facilities, bicycle plans and pedestrian priority areas.

Overall, the integrated transport strategy provides a guidance towards sustainable actions taking into account the relationship between transport and land use activity, recreation, air quality, employment and centres development is required.

Rockdale City Council

Rockdale City Council residents listed 'traffic congestion and its associated problems as a key quality of life concern'. In a 2001 community survey 35 percent listed these traffic problems of major concern however only 9 percent listed public transport.

Rockdale City Council has listed the F6 Corridor resolution as a strategic policy priority and has set out a specific policy for the F6 Corridor that aims to adapt to the changing environments in the area. It should be noted that ecologically sustainable development was also listed amongst strategic policy priorities. Rockdale City Council now prefers to name the F6 Corridor the Eastern Corridor so as to make the location less specific and point to a public transport solution rather than a motorway solution with which the term F6 is associated.

The Council's Strategic Traffic and Transport Plan (2002) outlines the requirement to reduce traffic congestion and encourage public transport use through improvements to public transport and its associated cycling and pedestrian access routes. The transport vision for Council complements the City Plan and provides for all transport users and aspirations for various travel purposes:

To deliver a transport system in an integrated, balanced and reliable manner, which can meet people's needs for personal mobility; move goods efficiently within and through the city; support and enhance a prosperous and thriving community; help provide a quality safe and sustainable environment; help business to maintain and enhance the economic prosperity of the region.

The strategic direction for the Council with regards to transport is to develop reliable transport and safe roads by use of these avenues:

- plan for integrated traffic and transport;
- improve public transport for the region by way of continued promotion of public transport improvement projects with the Government; and
- reduce impacts due to through traffic by way of promotion of debate on the future of, and refinement of a Policy on the F6 transport corridor.

The achievement of the transport vision is supported by a set of eight objectives:

1. Efficiency and effectiveness: To Create an efficient and effective transport system.
2. Integration: To promote integration of transport modes and integration of transport planning with land use.
3. Accessibility: To maintain and improve the levels of accessibility of all transport users.
4. Economy: To stimulate economic activity, regeneration and employment.
5. Environment: To conserve and enhance the quality of environment.
6. Safety: To ensure transport safety for all users.

7. Choice: To support a balanced transport system which provides choice and offers realistic alternatives to transport users.
8. Consultation: To consult communities for transport infrastructure projects, raise public awareness of road traffic issues and influence the way they travel by car.

In 2001, Rockdale City Council identified a need to determine a policy position on the issues surrounding the F6 Transport Corridor as a strategic priority. An F6 Transport Corridor Options Report was produced by Council in August 2002. Throughout the report the term "F6 Transport corridor" is used as a generic name for a transport corridor of any form or any transport mode, on any alignment between the Cooks River and Georges River. The Council sees that a policy on the F6 Corridor should address two main goals: to reduce the impacts of traffic on the Rockdale City's residents and to provide efficient and sustainable ways to move passengers and goods to and from and through the City of Rockdale. The report outlines the need for a transport corridor, reviews traffic figures and outlines factors for consideration in the development of transport options for the F6 Corridor.

The major recommendations from the Council's report on the F6 are:

- the State Government needs to develop and implement a balanced package of sustainable transport improvements in the area, as an integral part of the future metropolitan transport network;
- the State Government must retain an adequate amount of open space for environmental, heritage and recreational reasons;
- a study must be completed into the transport needs of the population in the region to determine the required transport solutions. This transport needs assessment must work closely with the community to determine preferred options; and
- a Master Planning process should be commenced with regards to the changing of zoning within the corridor and identifying future land uses by consultation with government agencies and the community. To begin this process Council is to prepare a draft LEP specific to the land within the F6 corridor.

Marrickville Council

Marrickville Councils' Built Environment Strategy (2003) has several programs to achieve improvements for the community in the amenity and functioning of the local area – its design, infrastructure and facilities. The engineering component includes the overall aims of ensuring the community is served by a safe, accessible and environmentally sensitive network of roads and footpaths, stormwater drainage and other public works and to develop solutions to Marrickville's transport, traffic and stormwater management issues. The long term transport goals are to:

- develop a built environment that is accessible to all residents, and maximises the use of public transport and other alternative to car use; and
- reduce traffic on local roads and increase pedestrian safety.

The major traffic corridor that links Port Botany and Sydney Airport to the greater Sydney area crosses through Marrickville Council and therefore has some of the busiest roads in

Sydney and several challenges with regards to reducing traffic congestion and improving safety. Council has worked with the RTA and other government agencies in the past on studies to address some of these issues including the Heavy Vehicle Study (1998) to identify options to address heavy vehicle problems in the area including a proposed tunnel between Canal Road, St Peters and Parramatta Road, Lewisham and an extension of the light rail line from Lilyfield to Dulwich hill along the existing goods rail line.

Marrickville Council is active in promoting alternatives to private vehicle travel. The 2001/2002 State of the Environment Report outlines Council's planned initiatives to encourage walking, public transport and cycling. The Council's is gathering data on the levels of public transport use from Marrickville to assist with identifying ways of promoting alternative transport methods. Council is also in the process of developing an alternate transport map for the area to identify and promote the use of non-motorised access routes between key sites of interest and major developments in the area.

South Sydney City Council

South Sydney Council has three documents that make up its overall planning strategy:., *South Sydney Plan*, these are *Strategy for a Sustainable South Sydney*, reflecting Council's and the communities vision for the city; the *Local Environment Plan 1998*; and the *Development Control Plan 1997*. The strategy is founded on a vision for South Sydney that makes use of its unique qualities and strengths. The vision includes the following qualities relating to transport:

- is accessible to public modes of transport to reduce car dependence; and
- is integrated and compact, with many ties creating rich and diverse neighbourhoods for community exchange where people are free to walk and cycle in a relatively safe and pleasant environment.

The Council's strategic plan has transport as one of its main objectives. The transport objective is to increase the accessibility of South Sydney, facilitate the development of non-car modes of transport which meet identified community needs, and progress reduction car dependency. This is anticipated to be achieved through continuing to identify opportunities to fund and progress new or extended bus services, and maximise the catchment, reviewing Council's bike plan, completing pedestrian and access mobility plans and reviewing the development control plan for transport guidelines for development to maximise the effectiveness of parking policies.

Regional Transport Strategy, Southern Sydney Regional Organisation of Councils, 1994

The Regional Transport Strategy completed by Southern Sydney Regional Organisation of Councils (SSROC, 1994) identified a number of transport options that could be implemented across the Southern Sydney Council areas to achieve established mode share targets. SSROC is a peak association representing eleven local councils that aims to achieve sustainable solutions to the challenges facing the southern Sydney region through the sharing of resources, co-operation in policy development, and regional advocacy. The member councils are Botany Bay, Canterbury, Hurstville,

Kogarah, Marrickville, Randwick, Rockdale, South Sydney, Sutherland Shire, Waverley and Woollahra.

A number of proposals were identified in the report, including, a light rail line along the F6 Corridor, increased residential densities around Sutherland, Miranda, Caringbah and Gymea and improvements to train and bus services and interchange facilities.

The Draft St George Regional Transport Strategy, 2000

The St George Councils of Rockdale, Kogarah and Hurstville commissioned a study to prepare the St George Regional Transport Strategy in 2000. A draft study was prepared to allow for Council comment prior to preparation of the final Regional Transport Strategy. The draft study involved investigation into the strengths, weaknesses, and capacity of the current transport situation, and provided service, infrastructure and funding plans for public transport projects. The study adopted a consultative method with community and industry workshops held throughout the study's development.

The study highlighted the fact that there is a high demand for public transport travel from the St George and Sutherland Council areas to the city catered for largely by CityRail, however the system has not been able to meet the growth in travel demand to the city during peak periods. The system has also been unable to cater for growth in travel demand for cross regional travel from St George and Sutherland Council areas to the airport, western and northern suburbs.

Through a number of avenues such as community and industry consultation and the application of transport modelling scenarios the draft study came up with a range of recommendations for public transport in the region. The recommendations are for application prior to 2011.

Recommended improvements to bus priority include the provision of T2 lanes for:

- Miranda to Wiley Park via Hurstville along King Georges Road, Tom Ugly's Bridge and Port Hacking Rd;
- Dolls Point to Botany via Brighton Le Sands along The Grand Parade and General Holmes Dr; and
- Arncliffe to Mascot along Princess Hwy and Airport Drive.

The following improvements to bus services were recommended:

- existing route 971 Miranda – Hurstville. Provide an extra 2 services during peak periods and reduce travel time by reducing diversions from the main roads;
- existing route X03 Sans Souci – Circular Quay. Increase express services from 2 AM peak to 4 AM and PM peak;
- improve bus links between centres within the St George region. To be achieved via better coordination and/or restructuring of existing services run by STA, Connex and Punchbowl Bus Co. Provide 10 – 15 minute services 9am – 6pm Monday to Friday and 20 – 30 minute services to 11pm and on weekends;
- investigate new bus routes;

- ▶ Cronulla – Kogarah – Rockdale – Airport;
- ▶ South Cronulla – Hurstville;
- ▶ South Caringbah – Hurstville;
- ▶ Hurstville – Strathfield; and
- investigate options for 'Hail and Ride' midi bus loop operations such as Rockdale – Kogarah – St George Hospital – St Georges Leagues – Carlton – Allawah – Hurstville – Ramsgate – Brighton – Rockdale.

Other recommendations to support these service changes include:

- Council should develop and install name plates and route destination signs at bus shelters to improve customer access; and
- installation of real time passenger information systems at bus stops.

Workshops during the consultation process (August, 2000) resulted in suggestions for a wide range of rail corridor alignment options. The most relevant to the F6 study were:

- Miranda to Rockdale via Captain Cook Bridge;
- Miranda to Sydney CBD via the F6 corridor to Sydenham then to the CBD via Newtown and Sydney University; and
- Cronulla to Bondi Junction via Captain Cook Bridge and Sydney Airport.

Other proposals that were recommended in conjunction with this project were extra capacity lines along the existing Illawarra Line between Sutherland and the Georges River and Mortdale and Rockdale.

Other recommended rail service improvements include:

- additional peak period limited stop service Hurstville – Kogarah – Rockdale – to the city; and
- improve inter peak train frequency Hurstville to Bondi Junction to around 10 minutes.

The study also includes a recommendation on the F6 corridor. The report seeks a sub regional transport study to address traffic and public transport alternatives between the Illawarra Railway and Botany Bay. The study would determine the modes and routes that should be assessed in an EIS as well as options that should not be further assessed. The aim of the investigations would be to identify an option that would reduce the impact of high traffic volumes in the area, both substantially improved public transport services (including heavy rail, light rail and busway) and limited access or toll road options on low impact alternative routes warrant detailed investigation.

Cooks Cove Development

The Sydney Harbour Foreshore Authority development of Cooks Cove is envisioned to consist of 20% business use and 80% parklands and recreational uses. The Cooks Cove master plan makes provision for the F6 Corridor in the form of a 60m wide reserve.

The F6 corridor is marked on the SREP as zoned special uses as is the M5 motorway. The objective of this zone is stated to *provide for the development of a transport corridor by the RTA or for other public transport infrastructure.*

A transport management plan has been prepared within the Master Plan for Cooks Cove. Public transport provision is addressed in that the strategies of the transport management plan must be aimed at optimising the public transport mode split and providing an adequate bus service for people who will visit or work on the Cooks Cove site. More specifically the transport management plan *should optimise the use of public transport infrastructure, including a regular connection to both the adjacent railway stations at Wolli Creek and Sydney Airport International Terminal.* It also states that *coordinated pedestrian and cycling networks and public transport services are to be provided throughout the Cooks Cove site which link into the Bay-to-Bay cycleway. Networks are to link with the railway stations, areas adjoining the Cooks Cove site and the foreshore.*

Appendix D

Definition of Potential Residual Land

Appendix E

Summary of Bus Services

Route No	Operator	Origin	Destination	Via	Buses per Hour				Comments
					Weekday peak	Weekday off peak	Sat	Sun	
303	STA	Circular Quay	Sans Souci	Brighton le sands	3	1	1	1	
x03	STA	Circular Quay	Sans Souci	Brighton le sands	2 total	0	0	0	Express
400	STA	Burwood	Bondi Junct	Rockdale	3	3	3	3	
410	STA	Rockdale	Bondi Junct	Eastgardens	2	0	0	0	
425	STA	Rockdale	Dulwich Hill	Tempe	2	1	1	0	
474	STA	Ramsgate	Miranda	Caringbah	2 Total	0	0	0	School bus
475	STA	Brighton-Le-Sands	Rockdale Plza	Rockdale Station	1	1	1	0	
476	STA	Rockdale	Sandringham	Ramsgate	5	2	2	2	
477	STA	Rockdale	Miranda	Ramsgate	3	2	2	1	
478	STA	Rockdale	Miranda	Ramsgate	0	1	0	0	Extended route 478
478	STA	Rockdale	Ramsgate		6	3	4	3	route 478
479	STA	Brighton-Le-Sands	Rockdale station		3	1	1	0	
Connexor	Connex	Miranda	Miranda	Menai/Hurstville	0	0	1	1	Circular route
947	Connex	Kogarah	Hurstville	Dolls Point	3	2	1	1	
958	Connex	Kogarah	Hurstville	Carss Park	4	2	1	0	
960	Connex	Lucas Heights	Miranda	Sutherland	2	1	1	0.5	
962	Connex	Padstow	Sutherland	Menai	2	2	0	0	
964/966	Connex	Sutherland	Como West	Bonnet Bay	1	1	1	0	2 routes joined
968	Connex	Miranda	Jannali	Kareela	1	1	1	0.5	
970	Connex	Miranda	Hurstville	Sylvania Hts	2	2	1	0.5	
971	Connex	Miranda	Hurstville	Sylvania Waters	2	2	0	0	
972	Connex	Sylvania Hts	Hurstville		1	0	0	0	
973	Connex	Miranda	Yowie Bay		1	1	1	0.5	
974	Connex	Miranda	Gymea Bay	Gymea Station	4	1	1	0	
975	Connex	Miranda	Sutherland	Grays Point	2	1	1	0.5	
977	Carringbah	Miranda/Carringbah	Loop	Lilli Pilli	2	1	1	0.5	
978	Carringbah	Miranda/Carringbah	Loop	Dolans Bay	2	1	1	0.5	
984	Buslink	Cronulla	Miranda	North Cronulla	1	1	1	0	984 & 985 combine on Sunday
985	Buslink	Cronulla	Miranda	Burraneer/Sth Cronulla	2	1	1	0.5	
987	Buslink	Kurnell	Miranda	Cronulla	1	1	1	3 total	Most terminate at Cronulla
991	Connex	Engadine	Sutherland	Loftus	1 to 2	1	<0.5	0	
993	Connex	Woronora Hts	Miranda	Engadine	Usually finishes at Engadine only travels to Miranda vary rarely				