

## 12.3. Comments on NSW Freight Strategy

The draft NSW Freight and Ports Plan (the Plan) document is open for comment. The draft Plan is a vision for how transport can support growth and the economy of New South Wales over the next 40 years. This report outlines the comments Council proposes to submit for the draft Plan.

**Acting Director Transport and Utilities**

### RESOLVED on the motion of Crs Fitzpatrick and McBain

1. That Council respond to the draft NSW Freight and Ports Plan with the comments outlined in this report.
2. That Council write to the NSW State Government advising the key deficiencies in the draft NSW Freight and Port Plan are:
  - a) East-West connections must include the Brown Mountain upgrade on the Snowy Mountain Highway;
  - b) Addressing pinch points in the road network through the Bega Valley Shire for both passengers and freight including the Brogo River Bridge on the Princes Highway;
  - c) Providing improvements to the connection south into Victoria from Bega Valley Shire and recognition and development of the Sydney - Melbourne Coastal Drive;
  - d) Planning for future transport development to and from the Port of Eden; and the
  - e) Potential for linkage between the Inland Rail and the Port of Eden.
  - f) That the Princes Highway should be listed as a road of national importance;
  - g) That much of the Princes Highway is currently not B-double accessible and this should be addressed.

IN FAVOUR: Crs Fitzpatrick, Bain, Griff, McBain, Seckold, Tapscott, Dodds and Allen

AGAINST: Nil

ABSENT: Cr Nadin

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### Background

The draft NSW Freight and Port Plan (the Plan) is currently open for comment.

A copy of the plan can be viewed by opening the following link:

[NSW Draft Freight and Ports Plan - Future Transport NSW](#)

As part of the community engagement for the NSW Future Transport Strategy 2056, representatives from Council met with State Government officers to provide extensive feedback during a two hour session, including key issues relating to the safe system framework. In addition, the documents have been reviewed with detailed comments

identified. The comments below relate to the draft Plan, which addresses issues also identified in the draft NSW Future Transport Strategy 2056.

When final, the Plan will support and be incorporated into the NSW Future Transport Strategy 2056. Council have previously provided comments to the supporting document, Regional NSW Services and Infrastructure Plan and Tourism and Transport Plan, which are consistent and highlights similar issues to this draft Plan and the overall Future Transport Strategy.

## General Observations

The key deficiencies throughout the draft documents are:

- East-West connections must include the Brown Mountain upgrade on the Snowy Mountain Highway;
- Addressing pinch points in the road network through the Bega Valley for freight including the Brogo River Bridge on the Princes Highway;
- Providing improvements to the connection south into Victoria from Bega Valley and lack of recognition of the Sydney- Melbourne Coastal Drive;
- Planning for future transport development to and from the Port of Eden;
- Planning for connections to the Inland Rail need to be considered, this includes long term possibilities such as a connection to the Port of Eden; and
- *‘Corridor improvements to deliver greater journey time savings and road safety outcomes’* are supported. In line with the safe system approach to road safety, the State must resist increasing speed limits and should consider reducing speed limits.

The East-West link and Eden Port connectivity are identified in Strategy 25 of the Council's Community Strategic Plan 2040 (CSP). The NSW Government's 'Movement and Place' planning framework is supported and aligns with Council's CSP Outcome 5: 'Connected Communities'. To move towards a 'Movement and Place' approach will require a change in methodologies throughout the agencies, especially with Local Government as the interface.

This approach widens the focus beyond just the 'kerb line of a road' to look at what purpose the road serves and that adjacent land use is critical in how the transport future evolves. Council encourages the State to ensure the standards and thresholds are reviewed immediately.

Any future transport strategy must consider the implication of parking management as a significant contributor and influencer of every road freight journey. It is considered this needs greater focus and should appear more frequently and earlier in the document.

Additionally as a strategy for the next 38 years, this document should be listing an abundance of potential projects for investigation and commitment. Currently, there is 21 initiatives to investigate over the next 38 years for regional NSW, however, this would benefit from exploring many more opportunities.

## Specific Comments

### NSW Freight and Port Plan

The following detailed comments on the draft Plan listed by page number and corresponding comments.

**Page 31**

- Council supports the need for technological innovation. An example of innovation would be driverless freight corridors and GPS directed parking.

**Page 32**

- Council recommends developing a Cruise Development Plan for regional NSW Ports to increase economic facilities in regional centres.

**Page 37**

- 70 • Council acknowledges the investment into the Port of Eden. Further development is needed for the supporting infrastructure to capitalize on this investment. The Plan recognises the benefits of the cruise ship tourism however, neglects to mention the opportunities that exist for the Port of Eden for commercial activities such as exportation/importation of agricultural products, fisheries, consumer goods, and manufacturing products. The Port of Eden has the potential to be a hub for commercial activities for producers in the Southern NSW/Monaro region rather than them having to freight to Melbourne or Sydney.

**Page 39**

- Council support the suggestion of an intermodal terminal in Fyshwick (ACT) and encourages a long-term strategy to link this with the Port of Eden.

**Page 40**

- 80 • *'A key focus for NSW is to ensure that Inland Rail optimises the movement of freight in Regional NSW through efficient linkages to NSW Ports'*. It should therefore be a focus to investigate a potential rail line from Canberra and Albury to the Port of Eden.

**Page 42**

- A key focus is to *'expand the road and rail network to improve connectivity and accessibility for high productivity vehicles and efficient rail wagon loading'*. To improve connectivity, the East-West connections must include the Brown Mountain upgrade on the Snowy Mountain Highway.

**Page 45**

- 90 • Data is essential to improve efficiency and safety. It is recommended all levels of Government implement an integrated 'Network Operating System' for the purpose of harnessing and analysing information.

**Page 47**

- Figure 28: NSW Inland Rail should highlight potential long-term linkages to the Inland Rail including a connection to the Port of Eden.

**Page 49**

- Focus is on freight potential of airports yet neglects to mention any details about the importance and opportunities that regional airports can offer. The expansion and upgrade of Merimbula Airport could be utilised in the long-term to assist with freight movement which would foster a stronger connectivity with Canberra.

**Page 50**

- 100 • Council endorses the safe system approach to road safety and re-iterates the State must

resist increasing speed limits, should consider reducing speed limits and separating users such as the wider centreline treatments, and removing four way intersections.

**Page 62**

- The connection between states needs to be a focus to improve connectivity and efficiency of freight movement and highlights the opportunity from better connectivity between Victoria/NSW with the ideal location of the Port of Eden.

**Page 78**

- 110
- Council acknowledges the investment into the Port of Eden. Further development is needed for the supporting infrastructure to capitalise on this investment.

**Pages 80-84**

- There are 21 listed initiatives to investigate over the next 38 years, considering this is a long-term vision document, this section should include many more initiatives to investigate even if they do not eventuate.
- The key initiatives should include more potential technological innovations to investigate.
- Should include town specific initiatives highlighting main areas of freight and port challenges and possible solutions.
- Should address pinch points in the road network through the Bega Valley for both passengers and freight including the Brogo River Bridge on the Princes Highway.

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## Attachments

Nil