

3 April 2018

Mr Tony Cahill
Director Freight Industry Engagement and Strategy
Transport for NSW
18 Lee Street
Chippendale NSW 2008

Dear Mr Cahill

Re: Submission on the NSW Draft Freight and Ports Plan

Council appreciates the opportunity to comment on the draft Freight and Ports Plan which is part of the NSW government's Future Transport 2056 Strategy.

Council has reviewed the Draft Plan and makes the following submission, with particular emphasises on issues that affect the Liverpool Local Government Area (LGA).

Council notes that the Draft plan addresses:

- The growing freight task
- Associated challenges and opportunities
- Actions and directions that the State Government and industry need to take for efficient, safe and sustainable movement of freight across the State.

Council welcomes the Draft Plan and the need to protect key freight corridors and the role technologies can play to enhance safety and efficient freight movement.

With regard to the Draft Plan's proposed initiatives, Council supports the proposed grant funding initiative to resolve last mile freight constraints on key metropolitan council managed roads in its 0-10 year initiatives. Council looks forward to working with the State government to facilitate the successful implementation of this initiative.

Council also supports the following initiatives:

- a. 0-10 year and 10-20 year – Provision of additional capacity on the Southern Sydney Freight Line to accommodate the expected growth in freight traffic
- b. 10-20 year - Construction of Stage 1 of the Outer Sydney Orbital corridor, including dedicated freight rail to connect the National Land Transport Network and intermodal terminal precincts
- c. 10-20 year - Construction of the Western Sydney Freight Line and Intermodal part of the Outer Sydney Orbital and the Western Sydney Fuel Pipeline
- d. 20+ year - Completion of construction of the Outer Sydney Orbital, including dedicated freight rail to connect to intermodal terminal precincts
- e. 20+ year - The M5 Motorway extension from Liverpool to Outer Sydney Orbital

Council is concerned that the Draft Plan does not fully address initiatives relating to infrastructure improvements in the Liverpool LGA.

As such, Council would like to make the following key recommendations to be incorporated into the Freight and Ports Plan. Details of these recommendations are as outlined in Attachment 1.

- Implementation of a detailed road transport infrastructure plan to support Moorebank Intermodal Terminals
- Development of a land use and freight access strategy for the Liverpool LGA and surrounding areas to ensure that freight routes are concentrated on major highways and motorways and do not impact sensitive land uses, such as the Liverpool City Centre and existing and future mixed use areas such as Wattle Grove and Georges River Precincts.
- Development of a truck parking and rest area strategy for Sydney Metropolitan area
- Origin and destination survey of freight movements, to provide a better understanding of travel pattern of freight movements and to ensure that road freight movements do not risk other long term State and Local Government strategic initiatives relating to liveability, the 30-minute city and public and active transport network, particularly as they relate to the Liverpool City Centre.

Council would like to meet with you to discuss recommendations of the submission as well as future opportunities to implement initiatives identified in the strategy.

Yours Sincerely

Tim Moore

Director City Economic and Growth

Attachment 1 - Details of Council's recommendations

Liverpool LGA is one of the most important strategic logistics, industrial and manufacturing centres in Sydney. Major parcels of relatively cheap industrial lands makes the LGA an attractive location for freight related industries, warehousing and manufacturing. Hence, the development of large industrial estates including Hoxton Park, Prestons, Moorebank and Cross Roads Industrial Precincts.

The LGA has maintained its continuous growth in manufacturing and warehousing while other areas in Sydney have experienced decline in manufacturing. In recent years, several national distribution centres have developed in the LGA.

With the approved Moorebank Intermodal Terminals for both port related and interstate terminals and the Western Sydney Airport (WSA), Liverpool is set to continue its importance as a logistic, industrial and warehousing hub in Sydney and NSW.

Figure 23 - Distribution of import containers, of the Draft Plan indicates that over 63 % of 1.1 million import containers (TEU) in Sydney were delivered to Liverpool and surrounding areas in 2014. This is forecast to increase to over 71 % by 2045 (equivalent to 2.48 million TEU).

With the expected additional freight movement (of more than 1.7 million TEUs), it is vital to provide the required transport infrastructure to support the growth and increase productivity of freight movements within the LGA.

In addition, Liverpool is experiencing significant population growth which is projected to reach 327,505 by 2036 (average growth rate of about 2.2% per year). Such population growth will result in additional residential and retail construction.

Council has also received strong interests from private sectors for residential developments in Liverpool City Centre, Warwick Farm precinct, and Georges River precinct.

Liverpool is an important strategic logistics, industrial and manufacturing hub in Sydney and will host port-related and interstate Intermodal Terminals in Moorebank, as well as state wide logistic and distribution centres in Hoxton Park and Prestons Industrial Precincts. It is vital that the required transport infrastructure is planned and delivered on time to support efficient, reliable and safe movements of goods within the surrounding transport network.

Council provides the following recommendations to be included as part of the Freight and Port Strategy.

Recommendation 1 - Implementation of a detailed road transport infrastructure plan to support Moorebank Intermodal Terminals

Council notes that the Draft Plan recognises the development of the Moorebank Intermodal Terminals (MIT) and Section 5.2 (of the Plan) states that *"construction of the road infrastructure to the terminal following the operation start in late 2018 or early 2019"*.

Council is concerned that the Draft Plan has not outlined or provided funding commitment for the required road upgrades to minimise adverse traffic impacts of the Moorebank Intermodal Terminals (MIT).

Council notes that previous traffic impact assessment of the MIT developments in the Liverpool LGA, has identified the need for road upgrades to support efficient and productivity operation of the MIT developments, as follows:

- Section of the M5 Motorway (to address the weaving between its interchanges at Hume Highway and Moorebank Avenue)

- Hume Highway between the M5 Motorway and Cumberland Highway including its intersection with Hoxton Park Road/Macquarie Street
- Moorebank Avenue South, between M5 Motorway and Cambridge Avenue
- Cambridge Avenue
- Newbridge Road, between Heathcote Road and Governor Macquarie Drive,
- Governor Macquarie Drive

However, there are no commitments from the proponents of the MIT developments to provide sufficient improvements to increase capacity of the congested road network to accommodate the additional traffic expected to be generated by the developments.

The Draft Plan needs to address these concerns and commit funding towards the required road upgrades. Council also recommends that an access strategy for the MITs should include demand management approaches to minimise freight movements along Moorebank Avenue north and concentrate freight movement on M5/M7 motorways.

Details of these upgrades are summarised below.

M5 Motorway

The key network issue in relation to the performance of the M5 Motorway is the critical “weaving” section between M5 Motorway interchanges adjacent to the MIT development sites.

Significant traffic enters and leaves the M5 at the Hume Highway, Moorebank Avenue, and Heathcote Road interchanges. These interchanges are located in close proximity, with Moorebank Avenue and Hume Highway separated by approximately 1km.

This results in a very pronounced “weaving” conflicts as traffic moves between lanes to join and leave the M5. The MIT developments are expected to generate a high percentage of heavy vehicles, which will have significant impact on road safety, including the potential severity of crashes.

Limitations of existing road configuration on this section of M5 will create further local operational issues as access to the motorway network becomes further constrained. This in turn will have the potential to affect operation of the MIT from impacts of peak spreading and access constraints. The Draft Plan needs to include improvements to address this weaving issue.

Addressing this weaving issue will increase road capacity and safety on M5 and ensure efficient heavy vehicle movements and minimise freight movements on local roads.

Hume Highway

The Hume Highway near Liverpool is one of the congested road segments in Sydney. Council recommends the following improvements on Hume Highway to be considered in the Draft Plan:

- Upgrades to the Hume Highway and Hoxton Park Road intersection by providing an interchange separating traffic flows from each direction. The intersection is a major impediment to traffic flows along Hume Highway, Hoxton Park Road and Macquarie Street.
- Construction of west-facing M5 on/off ramps to the Hume Highway.

Moorebank Avenue / Cambridge Avenue

Council notes that the section of Moorebank Avenue fronting the MIT development will be upgraded by the proponents of the development.

However, with the expected high traffic volumes including heavy vehicles, Council considers that the section of Moorebank Avenue, south of M5 Motorway should be upgraded. In addition, Council requests that due to its use as a critical freight route, the section of Moorebank Avenue south of M5, should be reclassified from the current private road to a State road.

The Draft Plan should also consider the potential extension of Moorebank Avenue / Cambridge Avenue to the M7 Motorway, including replacing the existing causeway across Georges River with a high level bridge to facilitate freight movement to and from the MIT developments.

Governor Macquarie Drive

Governor Macquarie Drive (GMD) is an unclassified regional road, under the care and control of Council. It connects Hume Highway and Newbridge Road (both State roads) and it is used as an arterial road.

It is part of freight route network which would allow freight vehicles to by-pass the Liverpool City Centre. With the opening of the MIT developments, freight movements are expected to increase as GMD is the most direct north-south route between the MIT development sites and employment lands in Chipping Norton.

Council recommends that the remaining section of Governor Macquarie Road be widened to four lanes between Hume Highway and Newbridge Road, including its intersections with these two roads.

In addition, Council recommends that the road be classified as a State road in line with the road's regional role and expected increased use as a freight route.

The Newbridge Road/Heathcote Road/Moorebank Avenue intersection, Newbridge Road/Heathcote Road intersection and Heathcote Road/Moorebank Avenue intersections are signalised intersections, in close proximity. The two intersections are operating at capacity and require improvement.

Anzac Road

Anzac Road is a local road which carries approximately 1,200 and 1,050 vehicles per hour during the AM and PM peak hours respectively. The existing traffic volume on the road exceeds current capacity.

The existing road has a 5-Tonne load limit and is to be retained to maintain the local area amenity. Council requires additional assessments to be undertaken to identify the impacts on residential amenity of the local area.

Recommendation 2 – Development of a land use and freight access strategy for Liverpool and surrounding areas associated with WSA and Moorebank Intermodal Terminals

The proposed Western Sydney Airport and Moorebank Intermodal Terminals will support Australia's growing freight tasks and attract complementary logistics and distributions business to locate round it.

Large land parcel close to the motorway network make Liverpool LGA an ideal place for manufacturing, warehousing and industrial developments.

However, the growth of freight activity centres and hubs will also result in increased road freight movements within the LGA. It is also a challenge to provide efficient "first or last mile"

freight routes along local road network as well as maintain high quality local amenity for residents.

As such, a land use and freight access strategy is needed for Liverpool LGA and surrounding areas to minimise conflicts between residential and major logistic hubs and freight activities centres. As a minimum the strategy should:

- Identify suitable lands for existing and future logistic and freight activities centres surrounding WSA and Moorebank Intermodal Terminals.
- Review and update existing freight routes including restricted vehicle routes to avoid or minimise freight movements within residential areas.
- Ensure that freight routes are concentrated to the major highways and motorways and do not impact sensitive land uses, such as the Liverpool City Centre and the existing and future residential areas such as Wattle Grove and Georges River Precincts.
- Identify and establish direct freight routes to connect principal freight networks and major logistic and industrial centres.
- Plan and establish appropriate zonings or environmental protection around major freight networks and industrial areas to create amenity buffers to permit 24 hour freight and logistic operations, as well as minimise impacts of operation on residential areas.
- Consider a funding strategy to implement the required route upgrades

Recommendation 3 – Development of truck parking spaces and rest area strategy in Sydney Metropolitan Area

Council notes that Roads and Maritime Services is upgrading The Northern Road between Camden and Penrith LGAs to a six to eight lane divided road.

The Northern Road is expected to serve as a key freight route between the Western Sydney Airport and the Macarthur and Illawarra sub-regions until the Outer West Orbital is implemented. The Draft Plan therefore needs to provide for freight vehicles parking spaces and rest areas, on the major freight routes (including The Northern Road) for heavy vehicle drivers to take breaks, use amenities and check loads and vehicles, in the medium to long term.

Recommendation 4 – Identification and collection of better freight data sources to understand travel pattern of freight movements

Origin and destination surveys are to be carried out at key strategic freight centres and intermodal terminals which will provide a better understanding of the logistics chain, travel patterns and operational modes associated with various freight tasks.

The data could also be used to improve efficiency of freight movements and identify required freight transport infrastructure.

Deployment of new technologies in heavy vehicles, such as the on-board GPS fleet tracking device will open up a new data source for government agencies to understand heavy vehicle travel patterns and freight tasks. New freight data sources are to be identified, collected, processed and made available as an open source to local government.