

## **INQUIRY INTO INTER-REGIONAL PUBLIC TRANSPORT**

**Organisation:** Wingecarribee Shire Council  
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The Committee Manager  
State and Regional Development Committee  
Parliament House  
Macquarie St  
Sydney NSW 2000

## **INQUIRY INTO INTER-REGIONAL PUBLIC TRANSPORT**

### **Introduction**

Wingecarribee Shire Council (WSC) is located approximately 110km south west of Sydney, 75km from the south west fringe of Sydney and is centrally located within the Sydney-Canberra Corridor. WSC also relates strongly with the Illawarra Region.

WSC is also part of the Southern Councils Group (SCG). WSC agrees with the submission SCG has lodged regarding this inquiry.

WSC requests that particular consideration be given to the role Wingecarribee Shire Council can play in improving inter-regional public transport networks.

### **Overview of the Wingecarribee Shire**

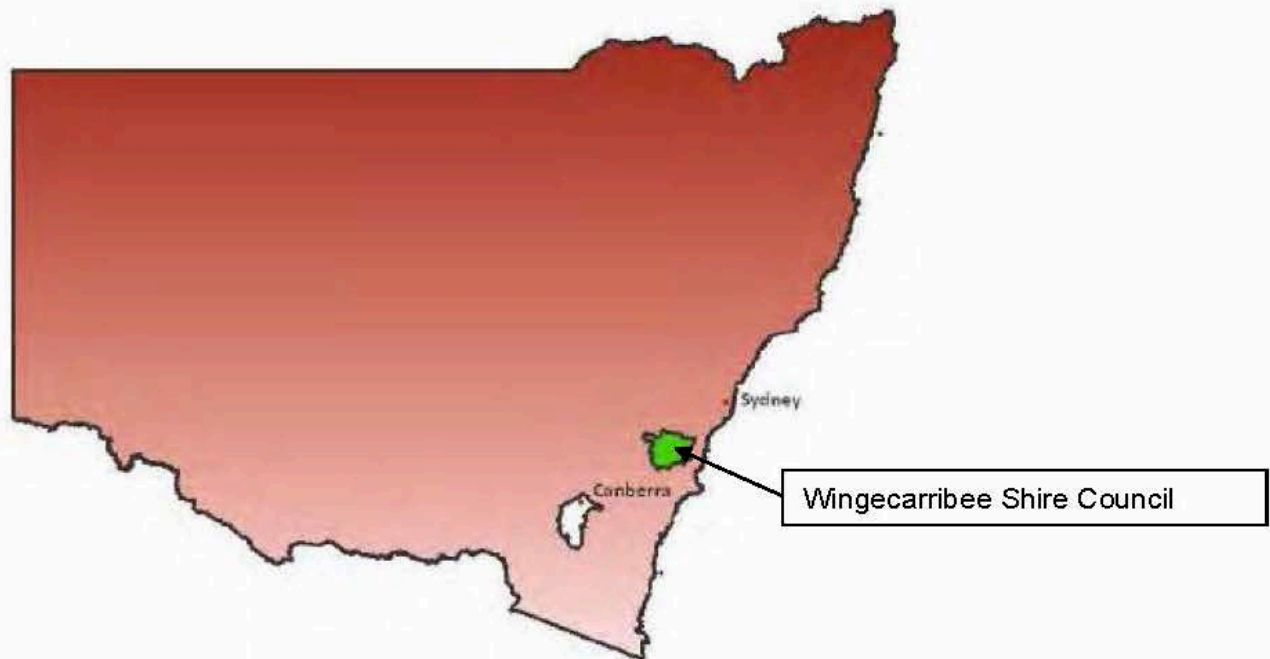


Wingecarribee Shire covers an area of 2700 square kilometres.

Located approximately 110km south west of Sydney, 50 km due west of Wollongong, 140km north east of Canberra.

Population 2010: 45,000

32% are 55 years of age or older



### The role councils can play in improving inter-regional public transportation networks

Council appreciates that the identification of existing deficiencies and developing strategies to address those deficiencies and enhance inter –regional public transport will require investigation and consultation.

Council would welcome representation in working groups or committees that might be formed in relation to improving inter-regional public transport.

### Current Council Activity

- A. Council has undertaken extensive community consultation resulting in the Community Strategic Plan – “*Wingecarribee 2031+*”. Improvement to public transport is a clear community goal, as reflected in this extract of “*Wingecarribee 2031+*”:

### Places - Goals and Strategies

Goal 3.1 Wingecarribee is linked by an integrated and efficient transport network		Council's role	Other stakeholders
3.1.1	Provide convenient, affordable, and high speed public transport to major urban centres outside Wingecarribee Shire	Advocate	Government agencies and local business
3.1.2	Connect towns, villages and employment centres with efficient public transport networks that are affordable, convenient, flexible, and comfortable	Advocate and Facilitator	Government agencies and local business
3.1.3	Provide comfortable and efficient transport interchanges at transport nodes	Leader, Facilitator and Advocate	Government agencies
3.1.4	Provide safe and efficient road, cycle, and where appropriate, walking paths between and within towns and villages, and conveniently located parking areas for cars and bicycles. Ideally, all road reserves to include provision for safe walking and cycling	Leader	Government agencies
3.1.5	Encourage cycling and walking	Leader	Government agencies, community groups and individuals
3.1.6	Encourage development that will increase the viability of public transport, cycling and walking infrastructure	Leader and Advocate	Government agencies
3.1.7	Maximise the efficiency of freight transport through and within the area to encourage activities which will use rail, provide local employment and minimise impact on the Shire's roads and residents	Advocate	Government agencies

B. WSC has also made a submission to Transport for NSW - NSW Long Term Transport Master Plan the summary of this submission is:

1. *Council supports the general scope of the NSW Long Term Transport Master Plan – Discussion Paper – February 2012*
2. *Council requests that public transport rail and bus services be increased in frequency throughout the day (i.e. in addition to the morning and afternoon peak periods). The increased frequency of services will better meet the needs of workers, tertiary and higher education students and isolated communities within the Wingecarribee Shire needing to commute to the main town centres and Wollongong and the south western region of Sydney.*
3. *Council requests that consideration be given to increasing the number of express rail services between Goulburn and Sydney (Central) following completion of the Southern Sydney Freight Line.*
4. *Council requests that consideration be given to re-introducing commuter rail services on the Moss Vale – Unanderra Railway Line, with a connection to Wollongong. (Please note item 8 below).*
5. *Council requests that consideration be given to the long term use of Macquarie Pass by heavy vehicles and an options study be undertaken.*
6. *Council requests that consideration be given to the NSW State Government assisting in funding the proposed Moss Vale Bypass (Stage 1 – Suttor Road to Beaconsfield Road) to provide a viable detour route in the event of the single rail crossing of the Main Southern Railway over Argyle St (Illawarra Highway) near Lackey Road being blocked.*
7. *Council requests that consideration be given to constructing a northern rail connection from the Boral Railway line at Moss Vale to the Main Southern Railway Line to enable rail connections to and from Sydney to assist in developing an Inland Port Facility. It should be noted that Council has prepared a comprehensive infrastructure plan that addresses road access, however it is expected that the rail connection would also be of assistance to other inland Port Facilities at Port Botany and the proposed facility at Moorebank. This rail connection would enable a reduction of reliance upon road freight, which would be of benefit to safety and road congestion, particularly in the south western region of Sydney, Picton Road, Macquarie Pass and other key roads in the Illawarra.*
8. *Council requests that consideration be given to providing additional rail capacity on the Moss Vale – Unanderra Railway Line. This would enhance rail freight connection to Port Kembla and assist in re-introducing regular rail passenger services between Wollongong and the Southern Highlands. (Please note item 4 above).*
9. *Council requests that consideration be given to assisting Council in implementing Local Access Management Plans which have been identified along the main*

*arterial road spine servicing the Southern Highlands major towns, which extends from Aylmerton to Moss Vale (south of the Main Southern Railway Line). The access management plans rationalize intersection treatments along the spine in order to provide safe access for communities as access is expected to be difficult as traffic volumes increase over the next 20 years and is seen as a proactive programme to identify and address issues before they become “black spots”.*

- 10. Council requests that consideration be given to assist Mittagong, Bowral and Moss Vale Town Centres develop transport and road infrastructure to address expected congestion issues and facilitate the use of alternate modes of transport, in particular bus, cycling and walking.*
- 11. Council requests that consideration be given to providing long term congestion relief to Bowral Rd/Mittagong Rd between Bowral and Mittagong Town Centres which is already showing the signs of severe congestion. This congestion not only causes delays to the community but also causes significant delays for access by emergency services that get caught in the congestion. Emergency services in the Southern Highlands attend to emergencies on the Freeway within the Shire's boundaries.*
- 12. Council requests consideration be given to assist in funding the major cycle way link between Mittagong and Bowral. The route passes over Mt Gibraltar, runs parallel to the main arterial road and provides significant engineering challenges which are costly to address. The provision of this link has been identified by cycling groups as being of highest priority.*

Yours faithfully,

Mr Mark Pepping  
**Manager Community and Strategic Development**