Submission No 24

INQUIRY INTO CURRENT AND FUTURE PUBLIC TRANSPORT NEEDS IN WESTERN SYDNEY

Organisation: Camden Council

Date Received: 15 September 2023

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Reference Number: 23/474745

15 September 2023

The Director
Portfolio Committee No. 6 – Transport and the Arts
Parliament House
Macquarie Street
SYDNEY NSW 2000

Dear Sir/Madam,

I am writing to you regarding the 'NSW Legislative Council's Portfolio Committee No. 6 – Transport and the Arts' inquiry, into the current and future public transport needs in Western Sydney. Please find attached for your consideration, a copy of Council's submission in response to the Committee inquiry terms of reference.

Please note that the attached submission, whilst prepared by Council officers, is not formally endorsed via a resolution of Council. Due to the timing for release of the Committee's inquiry terms of reference, and Council's set meeting schedule for 2023, it was not possible to report the attached submission to Council prior to the Committee's due date of 18 September 2023.

The scope of the Committee's inquiry is significant for Western Sydney, including the Camden local government area, as public transport infrastructure has a key role to play in shaping its future as a sustainable and liveable City. We would welcome the opportunity to speak to Council's submission at the convening of a Committee hearing if this would be of assistance.

Should you require any further information regarding Council's submission, please do not hesitate to contact myself on or Council's Director Planning and Environment, Nicole Magurren on

Yours sincerely,

Andrew Carfield
GENERAL MANAGER

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English

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Arabic

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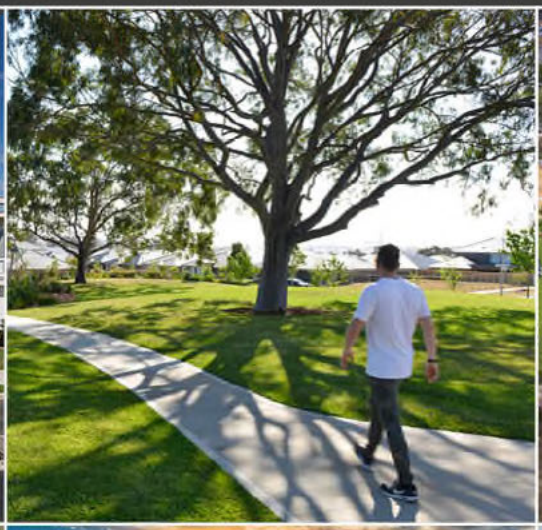
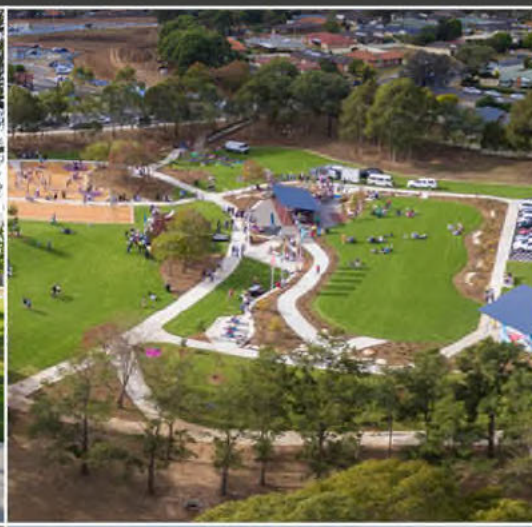
Submission –

NSW Legislative Inquiry: Public Transport in Western Sydney

September 2023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Executive Summary

Western Sydney faces a defining moment in shaping its future as a global centre, while grappling with the developmental challenges such as the public transport infrastructure planning needed, to realise this vision. With the rapidly growing Camden LGA a key part of the South West Sydney region, it is vital that local, district and regional transport infrastructure is planned and delivered to ensure connections within the Camden LGA and the Western Parkland City, and to establish greater connections across the Greater Sydney Region and beyond. This connectivity is key to making South West Sydney a liveable and sustainable place to work and live.

Integrated transport involves the linkage of all modes to connect residents within Western Sydney and the growing South West, ranging from public transport via bus and rail, sustainable travel options such as walking and cycling, as well as private modes of transport including motor vehicles. The Camden LGA is currently poorly connected by public transport, with the timing for delivery of key public transport projects such as the North South Rail Line, South West Rail Link Extension and Western Sydney Rapid Bus network, yet to be funded by the NSW Government.

In planning for a more integrated transport network, it is important that the timing for delivery of new public transport infrastructure is committed as a matter of urgency, to inform future infrastructure investment and enable efficient land use planning and considerations such as appropriate locations for residential density.

Camden Council makes the following submission in response to the NSW Legislative Council inquiry into the current and future public transport needs for Western Sydney. Council's key recommendations to the NSW Government are noted as follows:

Recommended that the NSW Government:

- Commit funding, and proceed to deliver the following critical growth infrastructure projects within the Western Sydney City Deal:
  - South West Rail Link Extension Project, connecting Bradfield to Leppington;
  - North South Rail Line (to Oran Park, Narellan and Campbelltown/Macarthur);
  - Western Sydney Rapid Bus Project (as an interim measure).

- Conduct modelling to analyse the impact of constructing the rail links before development takes place, to understand the impact of achieving increased dwelling yields;

- Conduct modelling to analyse positioning of rail stations on the future Metro network, and evaluate the optimal spacing of stations to achieve the best dwelling yields and the best patronage outcomes for the rail lines;

- Consider expanding flexible public transport services in South West and Parkland City region, such as Transport for NSW's 'On Demand Public Transport' trial, with an on demand bus service operating out of Leppington rail station;

- Commit to the urgent preparation of a comprehensive 'Transport Structure Plan' for the Western Parkland City, and to deliver the public transport services needed to support sustainable growth in South West Sydney;

- Set 'mode-shift' targets for the South West and Parkland City region, with a funded public transport infrastructure program to attain those targets;

- Continue and expand subsidised programs of private road toll financial relief, and motor vehicle registration concessions for all Parkland City residents, until such time as a complete public transport system is constructed in Western Sydney;

- Ensure that an all-inclusive approach is taken in the adoption of technology-led public transport infrastructure initiatives, to ensure that no customers in our community are disadvantaged as a result of change;

- Ensure that any policy development around the management of airspace and air safety for the potential future of aerial mobility, should consider how this may look in our community spaces;

- Review the NSW infrastructure funding legislative framework, to consider funding mechanisms that directly correlate between capital investment in public transport, and financial gain derived from adjacent commercial development;

- Ensure that rail services are delivered early in support of productivity and employment in the Parkland City; and

- Ensure that all bus service providers (public and private) work collaboratively with local government, in the planning for bus service routes in new suburb areas, and that provision of these services and bus stop locations are committed to i.e. not subject to change, without appropriate rationale/community consultation.

Terms of Reference

a) availability and accessibility of public transport services across Western Sydney, the adequacy of connectivity between public transport hubs and commercial hubs and any gaps in services.

The NSW Government is projecting that South West Sydney will have grown by 250,000 people, by the year 2041. Camden Council's experience with previous and current planning in the South West Growth Area in the Camden LGA strongly indicates growth through increased density will be over the 250,000 additional residents forecast.

Other parts of the Greater Sydney Region have a significant accessibility advantage over the South West Sydney Area. For example Oran Park, a relatively new suburb in the Camden LGA, is substantially disadvantaged in terms of accessibility, in contrast to areas like Rouse Hill in the North West Growth Area, which has considerably better access e.g. via Sydney Metro transit, to the Sydney CBD, Macquarie Park, Chatswood and North Sydney.

Despite the Australian and NSW Government committing to delivery of mass transit options in the Camden LGA via the Western Sydney City Deal i.e. Metro Rail, Rapid Bus, currently there is $0 confirmed for funding to deliver any public transport projects in this part of South West Sydney. This is despite the NSW Government's 'Blueprint' for the Western Parkland City identifying the need to prioritise a rail/metro connection between Bradfield City Centre and Leppington by 2031.

C2 Priority	Complete investigations to prioritise a rail / metro connection between Bradfield City Centre and Leppington / Glenfield, linking Bradfield City Centre to Glenfield and Liverpool by 2031	
	Summary: Subject to business case outcomes, deliver a metro connection from Bradfield City Centre to Leppington by 2031. This will provide an integrated north-south connection between St Marys to Leppington and provide access to jobs in the Aerotropolis for the communities of South West Sydney.	**Delivery Horizon**: Immediate: TfNSW complete the investigations and business case for a metro connection between Bradfield City Centre and Leppington.

Source: NSW Government's 'Western Parkland City Blueprint' (page 37)

In contrast, significant transport infrastructure in the Eastern Harbour City is being funded for public transport, including;

- West Metro $25B
- City and South-West Metro $20B
- Western Harbour Tunnel and Beaches Link $14B
- SE Light Rail $3.3B

To highlight the inadequacy of connectivity between public transport hubs and commercial hubs in South West Sydney, the following travel times from various origins using public transport to the Sydney - City Circle (Wynyard) illustrate the transport disadvantage that residents in the Camden LGA experience.

Oran Park to City	1 hr 45 mins
Compared to:	
Randwick to City	27 mins
Gosford to City	1 hr 30 mins
Penrith to City	58 mins
Rouse Hill to City	55 mins

Even localised trips using public transport operate at a poor level of service. The travel times from Oran Park to the following nearby centres further illustrates the transport disadvantage that Camden LGA residents experience:

Oran Park to Parramatta	1 hr 25 mins
Oran Park to Liverpool	54 mins
Oran Park to Campbelltown	28 mins

The NSW Government is currently seeking to use Metro rail construction to leverage increased residential densities around existing stations and to rationalise the provision of additional stations.

Current NSW Government planning indicates Metro rail construction to South West Sydney will take place after 2041. It is strongly recommended that the impact of constructing the rail links before development occurs is modelled, to understand the impact of achieving increased dwelling yields. The recent experience of Edmondson Park on the South West Rail Line has shown how building stations early has generated a significant uplift in dwelling yields within at least 2 km of the station than might otherwise have occurred without construction of the rail line. It is noted that there is a significant uplift in dwelling yields in the vicinity of rail stations on the North West Metro and in the vicinity of the Inner West Light Rail line.

It is also recommended that modelling should consider the distance between proposed stations and evaluate the optimal spacing of stations to achieve the best dwelling yields and the best patronage outcomes for the rail lines.

Recommended that the NSW Government:

- Commit funding, and proceed to deliver the following projects in compliance with the Western Sydney City Deal:
  - South West Rail Link Extension Project, connecting Bradfield to Leppington;
  - North South Rail Line (to Oran Park, Narellan and Campbelltown/Macarthur);
  - Western Sydney Rapid Bus Project (as an interim measure);
- Conduct modelling to analyse the impact of constructing the rail links before development takes place, to understand the impact of achieving increased dwelling yields;

- Conduct modelling to analyse positioning of rail stations on the future Metro network and evaluate the optimal spacing of stations to achieve the best dwelling yields and the best patronage outcomes for the rail lines.

b) current and anticipated levels of demand for public transport services and the public transport requirements to meet this demand.

The circumstances in planning for public transport requirements in South West Sydney are somewhat unique, in that many of the future customers of the public transport system are yet to move into the area. This situation makes planning for public transport difficult, as knowing where and when customers require transport services should provide the basis on which a transport network is developed. However, there is a prime opportunity at this moment in time to shape the future public transport network in South West Sydney, to enable it to operate in a manner which is responsive to evolving travel behaviours.

While historically traditional methods of public transport planning via demand analysis using a 'predict and provide' approach are long established, there is an emerging need for innovation in planning for anticipated levels of demand for public transport services. This could result in a composite of both 'fixed' and 'flexible' public transport options working together, to develop a 'live' transport network that is responsive to the changing needs of its customers throughout a commuting day.

Fixed Public Transport Services

There is already an extensive amount of data available regarding future population projections for South West Sydney, including anticipated travel patterns, to adequately plan for the most common demand-response transport options. However, there is an inherent risk in these traditional planning approaches, for either overestimation or underestimation of passenger demand.

For example, the NSW Government's 'Western City District Plan' defines Narellan as a Strategic Centre, in the Camden LGA. This Strategic Centre has the potential for higher density development, to provide opportunity for a larger number of residents to both live and work.

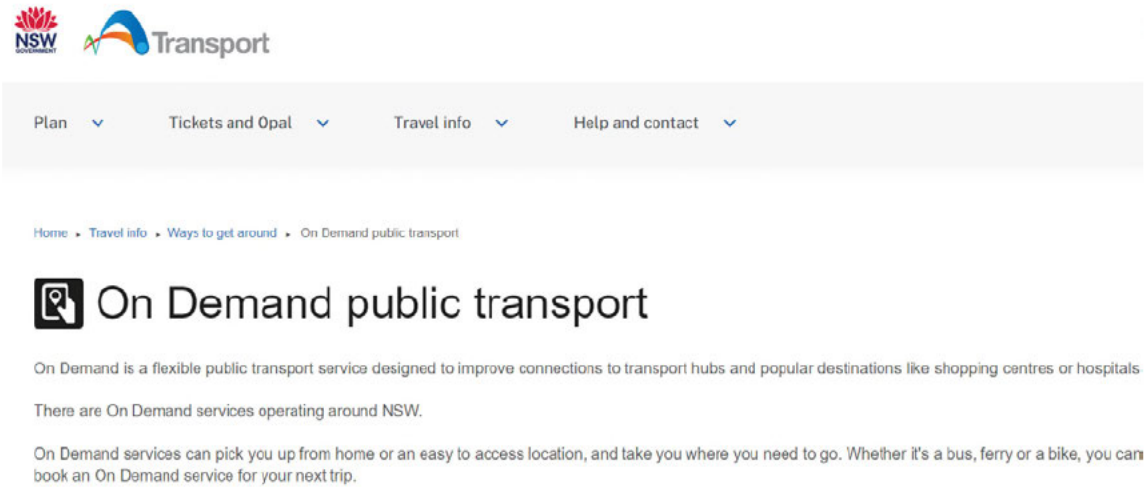
Narellan has also been identified by the NSW Government as the location for a new Metro rail station, as part of the North South Rail Line project. However, no funding (or timeframe) committed for the rail project by the NSW Government impedes the progress of higher density residential development in the Narellan Strategic Centre. This creates uncertainty in planning for urban development and may in turn adversely impact the viability in committing significant capital investment in the Metro rail project.

The solution to this challenge, in providing greater certainty for sustainable patronage of fixed transport services, is the earliest funding commitment and delivery by the NSW Government of the Metro line to Narellan.

Flexible Public Transport Services

The recent global event of Covid-19 has been a disrupter of historical travel patterns and behaviours, with ongoing ripple effects through emerging trends such as 'working from home' and increasing demand for localised freight services. As a result, now more than ever, there is a need for flexibility in the provision of public transport services.

For example, the NSW Government had trialled 'On Demand Public Transport', with one such bus service operating out of Edmondson Park, in conjunction with the South West Rail Line – a good example of fixed and flexible public transport services working together.



Camden Council had previously advocated to Transport for NSW for a similar flexible bus service to operate out of Leppington rail station, on the same rail line as Edmondson Park. While there is strong patronage for the rail service at Leppington, the vast majority of passengers access the station via private vehicle, resulting in a significantly high demand for commuter car parking; an unsustainable use of land that should otherwise be utilised for residential development.

Recommended that the NSW Government:

- Consider expanding flexible public transport services in the South West and Parkland City region, such as Transport for NSW's 'On Demand Public Transport' trial, with an on demand bus service operating out of Leppington rail station.

c) changing nature of public transport needs due to shifting demographics, new suburbs, planned infrastructure and increased density.

Public transport is integral in supporting the engine room of Western Sydney's economy, in facilitating connectivity as a key element of the Western Parkland City's future success. The certainty of early provision of supporting transport infrastructure e.g. Metro Rail, Western Sydney Rapid Bus, Freight Networks etc., as well as a comprehensive mid-tier

arterial road network is needed to facilitate this connectivity and consequent growth of the Western Parkland City economy.

To achieve successful places in South West Sydney is to provide liveable communities for people that will move to areas such as the Camden LGA in the future. Public transport can influence as a 'place maker', with the capacity to shape an urban environment. As new suburbs are developed in the Camden LGA (e.g. Leppington, Rossmore, Marylands) it is important that an integrated approach to transport and land-use planning occurs. This will ensure areas such as future rail station precincts activate the urban landscape, and achieve corresponding/optimal density ratios, rather than inhibit development.

The NSW Government's vision of 30-minute cities and 15-minute walkable neighbourhoods is acknowledged, and areas such as the Camden LGA are primed for shaping new communities in that vision. However, over the next 15 years the shape and structure of Camden and South West Sydney will have been realised and essentially locked in. The location of where South West Sydney residents live and learn, and the jobs they perform, will have largely become determined in that timeframe.

Example: A future resident of Camden in 2040 – Emma (University Student)

> *Emma has lived in Camden all her life. She attended Oran Park Public School and Camden High School. As a University student, she continues to live in Oran Park with her parents.*
>
> *Emma works part-time close to home in Camden Town Centre as a tour guide for the historical precinct, where national and international visitors continue to grow following the opening of the airport.*
>
> *She catches the train to University at the Western Sydney Aerotropolis and is thinking of where she can move out in affordable accommodation close to university, work and family. Her plan is to stay close to both family and also to the diverse work opportunities as a graduate engineer at the airport.*

Further to this vision example, based on current planning commitments by the NSW Government, there will be no train access to education or work for Emma, which could result in the need to acquire a third motor vehicle for her household – an already common need for many students and workers in Camden and South West Sydney.

If our residents in Camden do not have reasonable job choices, leisure options or education opportunities within manageable travel distances from their homes, they will be fated to intergenerational disadvantage in commuting long distances, at great expense, to limited financial benefit. Prosperity cannot be guaranteed under circumstances where people have poor jobs access. Economic efficiency and productivity depend heavily on mobility, on having access to resources and workers, and being able to get products to market. Meeting these challenges requires holistic, sustainable transport infrastructure

investment in South West Sydney, with a priority focus on mass transit options such as Metro Rail and the Western Sydney Rapid Bus network.

To meet the challenge in the changing nature of public transport needs in South West Sydney, a comprehensive 'Transport Structure Plan' for the Western Parkland City is urgently required. The NSW Government's Blueprint took some steps in seeking to address the issue of managing growth resulting from shifting demographics, new suburbs, planned infrastructure and increased density – however it stopped short in lacking integration with other NSW Government strategies, of how and when these issues will be addressed when it comes to the provision of public transport services.

In order for the Western Parkland City to successfully achieve its potential, it requires the Australian Government, and the NSW Government to follow through in funding and delivering major public transport infrastructure commitments under the Western Sydney City Deal i.e. Metro Rail line from Bradfield/Western Sydney International (Nancy-Bird Walton) Airport to Oran Park, Narellan and Campbelltown/Macarthur, South West Rail Link Extension (Leppington to Bradfield) and the Western Sydney Rapid Bus network.

Recommended that the NSW Government:

- Commit to the urgent preparation of a comprehensive 'Transport Structure Plan' for the Western Parkland City, and to deliver the public transport services needed to support sustainable growth in South West Sydney.

d) social, economic and planning impacts of vehicle dependency and poorly integrated public transport.

There is an express need to actively provide and promote the use of sustainable transport modes in South West Sydney to reduce car dependence. Early delivery of strategic transport infrastructure would promote financially sustainable outcomes for government in meeting transport needs in South West Sydney.

For example, early construction of a north-south rail line between Bradfield/Western Sydney International (Nancy-Bird Walton) Airport, Oran Park, Narellan and Campbelltown/Macarthur will facilitate a sustainable transport connection between where South West Sydney residents work and live, promoting success through integrated public transport network synergies; while at the same time enabling scope for value sharing as part of a comprehensive funding solution. Financial sustainability of the future public transport system is also contingent on equitable funding mechanisms i.e. where the cost is shared beyond just those residing in South West Sydney, particularly when it comes to capital investment for new infrastructure. This funding model reflects the historical legacy where residents in Western Sydney have funded the provision of public transport infrastructure in Eastern Sydney as well as other parts of NSW and Australia.

The extension and provision of an integrated transport network throughout the Western Parkland City (and the Greater Sydney Region) presents an excellent opportunity to capitalise on growing the proportion of travel by sustainable modes.

Based on the Household Travel Survey, travel within the Camden LGA is currently dominated by the use of private cars, with 85% of trips being undertaken in a vehicle either as a driver (56%) or passenger (29%). The high percentage of travel by vehicle is considered largely due to limited public transport coverage, adverse topography, large distances between origins and destinations in the Camden local government area and a considerable proportion of residents working outside of South West Sydney.

As demonstrated in the figure below, residents in the Camden LGA travel by vehicle more than the Sydney average and use less environmentally friendly forms of transport, i.e. train, bus and walking, when compared to the Greater Sydney average.

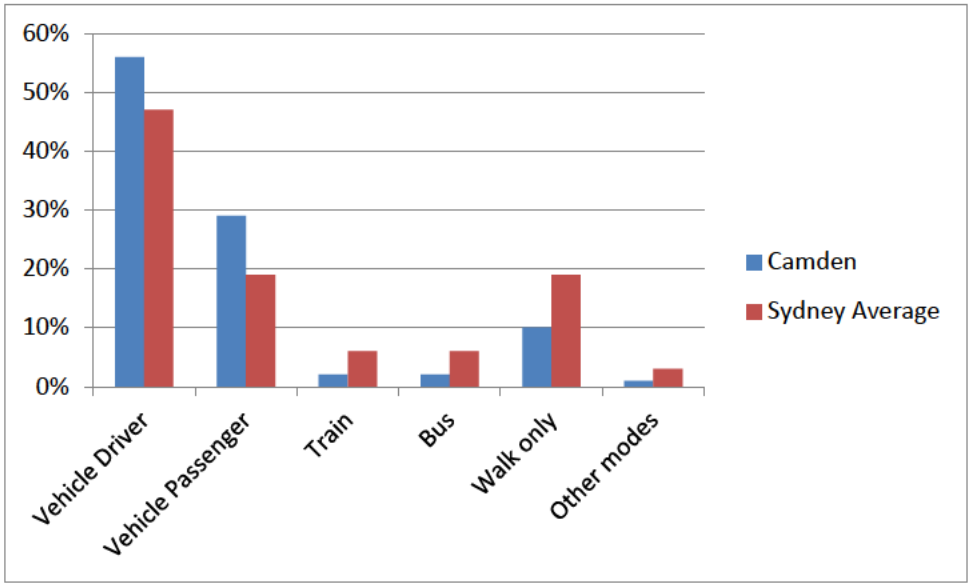
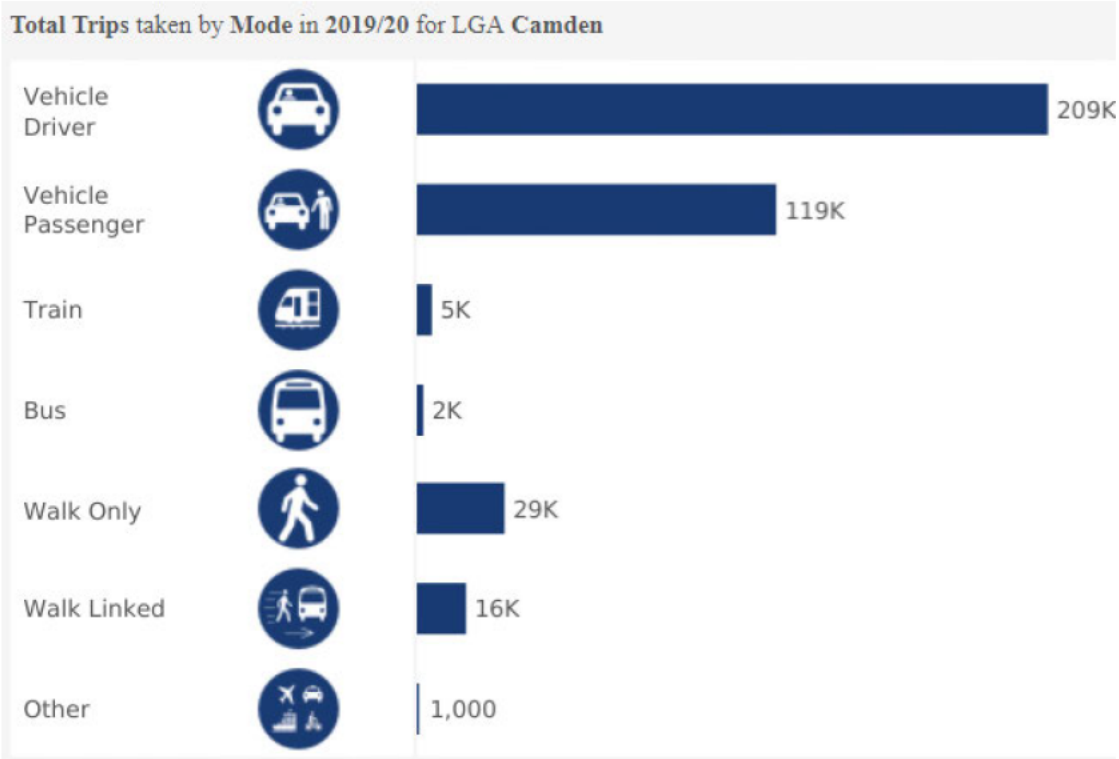


Figure: Mode of transport in Camden LGA compared with Sydney average

Source: Household Travel Survey



Source: Household Travel Survey

These statistics highlight the scope for potential to grow the proportion of travel by sustainable modes (e.g. rail) in South West Sydney, particularly in the Camden LGA. Such outcomes would support improvement in the energy efficiency of the transport sector, with opportunity to incrementally remove vehicles from the road network, which is already under significant stress despite recent and ongoing capacity improvements.

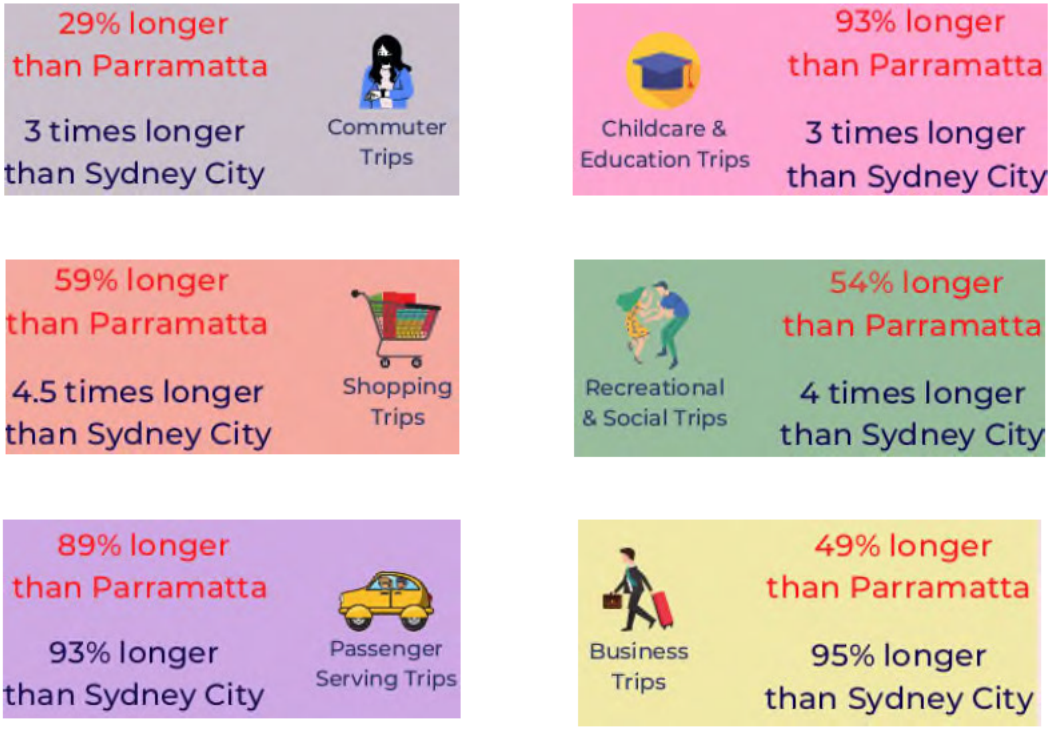
Recommended that the NSW Government:

- Set 'mode-shift' targets for the South West and Parkland City region, with a funded public transport infrastructure program to attain those targets.

e) affordability compared with other areas of Greater Sydney and New South Wales and relative to means.

The limited level of accessibility to amenity currently in the Western Parkland City, means South West Sydney residents are more likely to encounter long trip lengths for commuting to attend work/business, education, childcare, shopping and recreation.

Transport for NSW's Household Travel Survey data reflects how much further Western Parkland City residents must travel for trip purposes (all of which have additional costs attributed), depicted graphically as follows:



Source: Sydney's Parkland Councils – Future Horizons Benchmarking Report

The Australian Automobile Association's transport affordability index suggests a typical annual vehicle costs in Sydney of approximately $25,600 per annum, with fuel about 20% and road tolls about 19% of this cost.

With a complete absence of public transport in some areas of Western Sydney, residents in the Western Parkland City are more 'car dependent' for travel, incurring higher travel costs and longer trips that cut deeper into both household time and income.

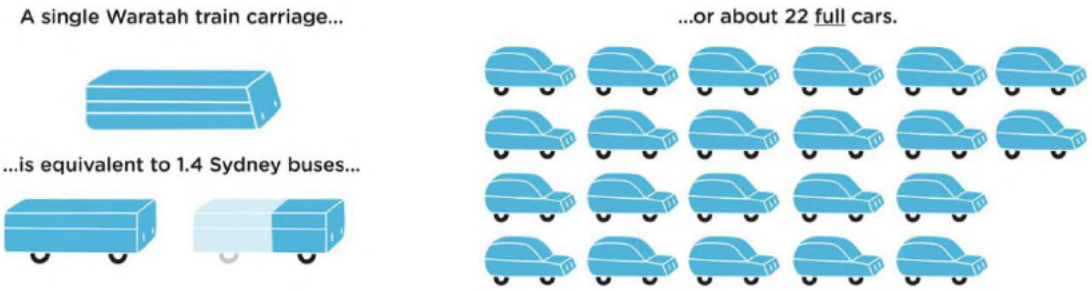
Recommended that the NSW Government:

- Continue and expand subsidised programs of private road toll financial relief, and motor vehicle registration concessions for all Parkland City residents, until such time as a complete public transport system is constructed in Western Sydney.

f) role of public transport and future transport technologies to reduce car dependency in Western Sydney, including barriers to improving public transport services.

The role of public transport and future transport technologies in reducing car dependency in Western Sydney is multifaceted. It requires a combination of infrastructure investment, policy support, technological innovation, and engagement with the Western Sydney

community to create a sustainable and efficient transportation network that serves the needs of the population while addressing the barriers that impede progress. The shift from car dependency to public transport can result in a reduced number of private vehicles on the road, proportionate to the mode used, depicted as follows:



Source: Transport for NSW – Future Transport 2056

Innovation in future public transport provision is essential for significant population growth in areas such as South West Sydney. New transport should not only be environmentally sustainable but should also be to a technological standard that can meet the needs of future generations. The inclusion of performance-based standards, such as benchmarking against other comparable major global areas on transport statistics will assist in realising these objectives.

By promoting and improving public transportation options, along with integrating future transport technologies, South West Sydney can move towards creating a more sustainable, efficient, and liveable urban environment. Following are the key points of focus in this area:

1. **Reducing Traffic Congestion:** The provision of public transport systems provides an alternative to private car usage, which can help reduce the number of vehicles on the road and alleviate traffic congestion. This, in turn, leads to shorter travel times and increased productivity. The Western Sydney public transport system must be competitive in comparison to private vehicle use, otherwise it will have limited impact on reducing car dependency;

2. **Environmental Benefits:** Public transportation produces fewer emissions per passenger kilometre compared to private vehicles. By encouraging residents to use public transport, Western Sydney can contribute to lower air pollution and greenhouse gas emissions, improving air quality and mitigating climate change impacts;

3. **Cost Savings:** Public transport is often more cost-effective for individuals compared to owning and maintaining private vehicles. It can significantly reduce the financial burden associated with car ownership, particularly for low-income households – an issue that is especially pertinent for Western Sydney families;

4. **Accessibility:** Public transport can enhance accessibility for people who cannot drive, such as the elderly, disabled individuals, and those without access to a car. While technology-enabled mobility is both exciting and visionary, it is important that

as we transition through and toward 'cutting-edge' changes to public transport networks, that vulnerable community members are not marginalised. Transport infrastructure provision that is technology-led, where data sharing and smartphone apps result in seamless end-to-end travel, is becoming normalised. However, certain customers, such as the elderly or those from non-English speaking backgrounds, require further support through times of rapid change. Similarly, those that have specific access needs may also be constrained in benefiting from all technology-led mobility;

5. **Land Use and Urban Development:** Efficient public transport systems can influence urban planning and development, encouraging higher-density development around transit hubs e.g. new Metro rail stations. This can reduce urban sprawl and create more walkable, vibrant neighbourhoods;

6. **Future Transport Technologies:** Integrating future transport technologies, such as electric buses, autonomous vehicles, and on-demand ride-sharing services such as the on-demand bus service previously trialled by Transport for NSW in Edmondson Park, can enhance the efficiency and attractiveness of public transportation. These technologies can reduce operational costs, improve service frequency, and offer more convenient options to passengers.

7. **Barriers to Improving Public Transport Services:**

   Infrastructure: Developing and expanding public transport infrastructure requires substantial investment in terms of funding, planning, and construction. This has been an ongoing challenge to date. While broad-based land-use planning documents such as the Western City District Plan and Western Parkland City Blueprint were developed by the NSW Government, Western Sydney is still without an endorsed Transport Structure Plan that commits to the delivery of an integrated, supporting transport network.

   Political Policy: Implementing effective public transportation solutions often requires strong political commitment and cooperation among various levels of government. Mixed messaging and a lack of succession planning has hindered some progress e.g. status of committed delivery for public transport projects in the Western Sydney City Deal.

   Land Use Challenges: Retrofitting developed urban areas to accommodate efficient public transport systems can be difficult due to land use patterns, existing structures, and existing land-use rights. The opportunity in South West Sydney is primed for integrated transport and land-use planning - coordination between Transport for NSW, the Department of Planning and Western Sydney Councils is crucial.

   Existing Behaviours: Car ownership is often seen as a status symbol, and there can be resistance from some community members to shifting from private vehicles to public transport.

   Last-Mile Connectivity: Providing seamless connectivity from people's homes to public transport nodes (like train stations or bus stops) is important. If the first and last portions of a journey are inconvenient, people may opt for private cars instead.

Funding and Affordability: Funding public transportation improvements and keeping fares affordable can be challenging. Balancing the costs between subsidies, user fees, and government support is a complex task.

Community Engagement: Public transportation projects can face opposition from local communities due to concerns about noise, disruption during construction, and changes in the urban landscape. Meaningful community engagement is necessary to address these concerns.

In addition to capital intense transport infrastructure investment, there are other options for future consideration to mitigate car dependency, through the reduction of local trips for service provision. For example, the future use of aerial drones on a widespread, commercial basis is one such option.

While the regulated use of aerial drones to support future transport is an option for consideration, there is the potential adverse impact on landscape amenity of our environment in the future, subject to the emergence of this technology. While the possible uses of aerial drones e.g. rapid point-to-point services that could transform emergency services and deliveries, is acknowledged, with this opportunity of course comes considerable challenge. One potential outcome is a skyline heavily congested with aerial traffic, diminishing the visual amenity of a natural landscape or backdrop. This could be particularly so in the Western Parkland City. Any policy development around the management of airspace and air safety for potential future of aerial mobility, should consider how this may look in our community.

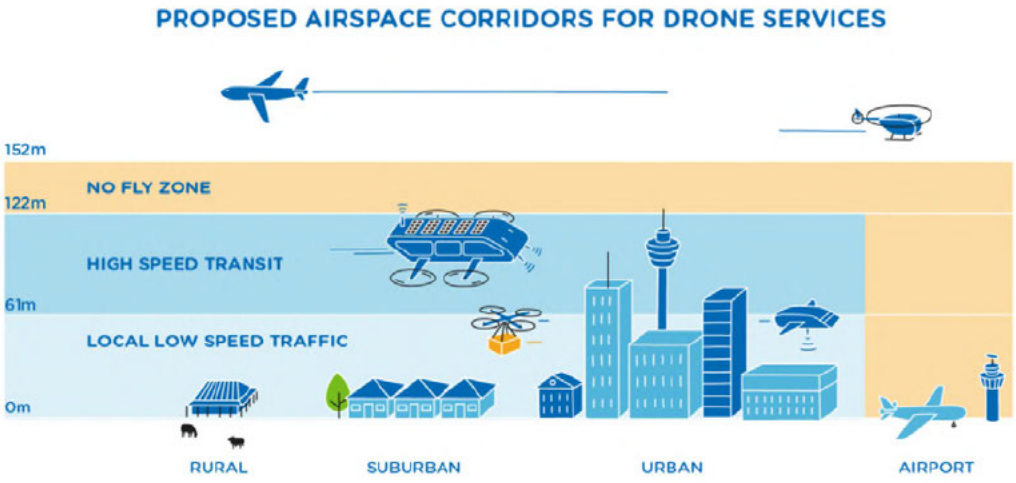


Figure 30 Inspired by Amazon's proposal for segregated airspace below 500ft for the operation of drones (*Forbes Magazine, July 2015*)

Recommended that the NSW Government:

- Ensure that an all-inclusive approach is taken in the adoption of technology-led public transport infrastructure initiatives, to ensure that no customers in our community are disadvantaged as a result of change.
- Ensure that any policy development around the management of airspace and air safety for the potential future of aerial mobility, should consider how this may look in our community spaces.

g) role of the public and private sector, including local government and the use of innovative funding models, such as transit oriented development and value capture mechanisms, in public transport provision.

Council acknowledges that the roles of the public and private sectors, as well as innovative funding models like Transit-Oriented Development and value capture mechanisms, are interrelated and essential in the future provision of public transport in South West Sydney. Collaboration between stakeholders in these sectors will be necessary to create efficient, affordable, and sustainable transportation systems that benefit the South West Sydney community and economy. Following is an overview of the anticipated role of each stakeholder in funding of future public transport provision:

Public Sector (Government):

Policy and Regulation: Governments, at all levels (local, state and national), play a crucial role in setting policies and regulations that govern public transport. This includes safety standards, fare structures, service quality standards etc.

Infrastructure Investment: Public sector agencies such as Transport for NSW and Sydney Metro are typically responsible for building and maintaining public transport infrastructure. This infrastructure requires substantial capital investment at levels only attainable by the Australian and NSW Government.

Service Provision: The NSW Government directly operate/regulate public transport services or contracts private operators to provide them. They decide on routes, schedules, and service levels.

Subsidies: Governments often provide subsidies to support the operation of public transport, especially in cases where fare revenues are insufficient to cover costs. These subsidies can be essential for ensuring affordable and accessible transportation options.

Land Use Planning: planning and zoning decisions have a considerable influence on public transport through Transit-Oriented Development (TOD). They can encourage mixed-use development near transit hubs, reducing the need for car travel, and assist in optimising transport patronage levels.

Private Sector (Operators and Developers):

Service Operations: Private companies, often through competitive bidding processes, can operate public transport services such as buses, trams, and trains on behalf of the government. They may bring efficiency and innovation to service delivery.

Vehicle Manufacturing and Maintenance: Private companies manufacture and maintain the vehicles used in public transport systems, including buses, and trains.

Technology Solutions: Private sector companies provide technology solutions like ticketing systems, real-time tracking, and passenger information systems to enhance the efficiency and user experience of public transport.

Transit-Oriented Development (TOD): Private developers can invest in properties around transit stations and create mixed-use developments, such as residential, commercial, and retail spaces, which can help reduce car dependency and increase public transport patronage.

Innovative Funding Models:

Transit-Oriented Development (TOD): This model encourages private investment in areas near transit stations. Developers pay for the privilege of building near public transport hubs, which can generate revenue for the public sector and create vibrant, transit-friendly communities.

Value Capture Mechanisms: Value capture mechanisms involve capturing some of the increased land and property values resulting from public transport investments. Examples include direct transport infrastructure funding by landowners or businesses near transit projects or using special assessments to fund transit improvements.

Public-Private Partnerships (PPPs): These partnerships can involve private companies designing, building, financing, and operating public transport infrastructure and services in exchange for revenue-sharing arrangements, government payments, or other financial incentives.

Congestion Pricing: This approach charges vehicles for using certain roads or areas during peak hours, generating revenue that can be reinvested in public transport improvements.

The reality for Local Government is that it has especially limited capacity in influencing funding models for the future provision of public transport infrastructure. Councils are largely reliant on the funding mechanisms enshrined in NSW Government legislation.

Pursuant to these funding model issues, with the introduction by the NSW Government of the Housing & Productivity Contribution (HPC) levy, development industry response to the infrastructure funding framework has not been altogether positive. Such a response highlights the urgent need for a holistic, integrated reform of infrastructure funding legislation – this review may consider options such as a 'value capture' mechanism as part of the solution, as referred to in the terms of reference for this NSW Legislative Council inquiry. As noted in the Australian Government's 2016 discussion paper on value capture:

> *"When new or improved infrastructure is delivered by governments, many different groups benefit. However, when the project is funded by governments entirely out of general taxation revenue, all taxpayers share the burden of paying for the infrastructure – even though many of them will not use or directly benefit from it.*
>
> *By identifying and quantifying the value created from the development of the new infrastructure, and connecting it with the costs of the infrastructure, value capture mechanisms can help governments deliver projects through a fairer model. By better linking projects and beneficiaries, this approach can also encourage better land use planning and improved infrastructure investment decision-making".*
>
> *(Using Value Capture to Help Deliver Major Land Transport Infrastructure Discussion Paper 2016)*

Regardless of the methodology, the role of the public and private sectors and innovative funding models is essential in providing efficient, accessible, and sustainable public transportation. By collaborating, planning, and implementing innovative funding mechanisms, these stakeholders can create transportation systems that benefit communities, reduce congestion, and contribute to environmental sustainability for Western Sydney.

Recommended that the NSW Government:

- Review the NSW infrastructure funding legislative framework, to consider funding mechanisms that directly correlate between capital investment in public transport, and financial gain derived from adjacent commercial development.

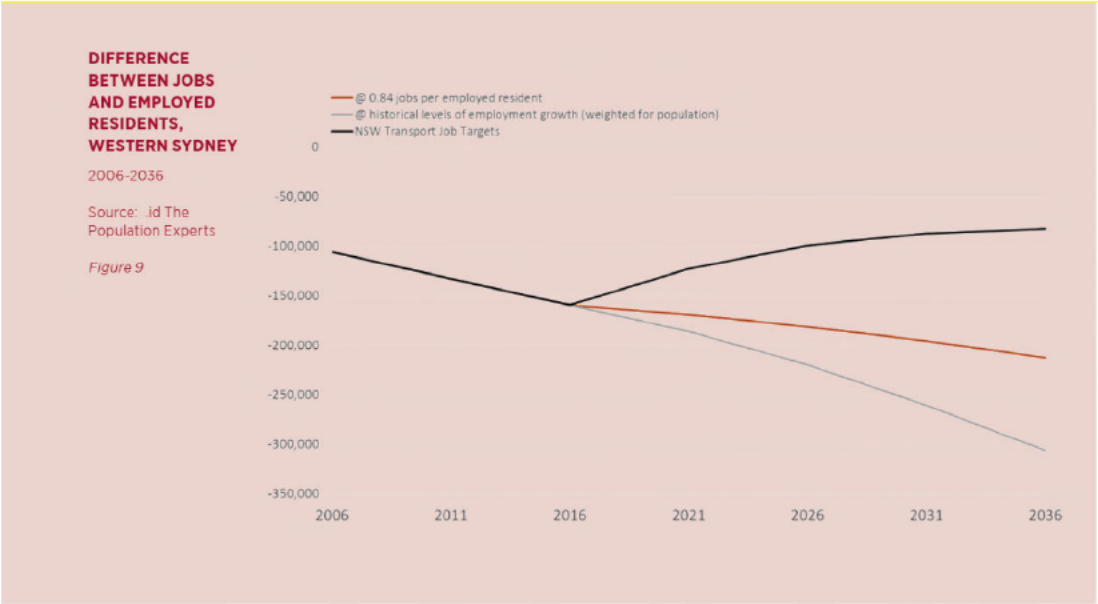
h) staffing and future workforce planning, taking into account predicted service demand based on predicted population growth in Western Sydney.

Camden's *'Economic Development Strategy – 2022-2026'* for the Camden LGA, seeks to undertake an active role in developing a strong and prosperous local economy as a key part of managing the large-scale urban growth of the area.

In support of this initiative and others similar to it throughout Western Sydney, a transport system is needed that will effectively promote the efficient exchange of goods and services; particularly through Metropolitan and Strategic Centres in the Western Parkland City and the Western Sydney International (Nancy-Bird Walton) Airport. The early development of rail options will ensure access to a reliable and sustained labour force along the extent of the Western Sydney growth corridor.

In a report released by Western Sydney University, *'Addressing Western Sydney's Jobs Slide'*, if a linear approach (i.e. consistent with previous years) to planning and economic development in Western Sydney continues, the number of resident workers in Western Sydney will grow by 309,695 in the next twenty years, an increase of 30.9%. If the rate of jobs growth remains consistent with 2011 census data for this period, then jobs growth will fall behind worker growth. This would result by 2036 in the number of jobs in Greater Western Sydney growing by 256,737, or 22%. As a result, (by 2036) there will be 210,000 fewer jobs than resident workers in the region.

The figure below provides a graphic representation of the 210,000 projected jobs deficit in Western Sydney to 2036.



The development of the north-south rail corridor to Oran Park, Narellan and Campbelltown/Macarthur will enable the creation of between 43,800 – 65,800 direct jobs and up to 98,600 indirect jobs during the 5-year construction from 2024 – 2028 *(based on NSW Treasury job multipliers for infrastructure projects)*. To mitigate a projected jobs deficit for Western Sydney, it is crucial that rail services are delivered early, in support of productivity and employment in the region.

Recommended that the NSW Government:

- Ensure that rail services are delivered early in support of productivity and employment in the Parkland City.

i) any other related matters.

Greater collaboration is required between the NSW Government and Councils in Western Sydney, regarding the planning and provision for new local bus routes, in new urban areas.

When a new release area in South West Sydney is rezoned for urban development, a 'development control plan' (DCP) is prepared to provide detailed planning and design guidelines to support planning controls.

As part of the preparation of a DCP, there is an acknowledgement for the future need of local bus services in the new suburb area. This would include the need to identify future locations of bus stops in the suburb, to provide for effective catchment areas for bus service patronage.

However, there is often a considerable period of time elapsed between when a DCP is prepared (that identifies bus stop locations), and when a service provider determines a bus route. The resulting outcome is that the bus service provider may identify alternate

locations for bus stops, often nominating sites in front of newly established residential properties, where the DCP had otherwise not indicated any plan for a bus stop location.

The occurrence of this example in local bus service planning is becoming more prevalent with each new residential suburb developed in South West Sydney, including the Camden LGA. There is a clear need for bus service providers to commit to the location of bus routes and bus stop locations at the DCP preparation stage, to prevent the occurrence of bus stop location displacement, which has resulted in repeated community opposition.

Recommended that the NSW Government:

- Ensure that all bus service providers (public and private) work collaboratively with local government, in the planning for bus service routes in new suburb areas, and that provision of these services and bus stop locations are committed to i.e. not subject to change, without appropriate rationale/community consultation.