



Macarthur Regional Organisation of Councils  
Camden, Campbelltown, Wollondilly

## **Supporting Documentation for the Public Hearing of the Senate Rural and Regional Affairs and Transport Committee Inquiry into Public Transport**

Clifton's Conference Centre  
200 George Street, Sydney  
6 March 2009

### **MACROC**

The **Macarthur Regional Organisation of Councils (MACROC)** represents the local government areas of South West Sydney: Campbelltown, Camden and Wollondilly and since its inception in 1986 has acted as an advocacy body for the region. MACROC's role is to look at issues from a regional perspective that impact on the Macarthur area and to work collaboratively with our Member Councils to benefit the Region as a whole.

Representing MACROC at the public hearing will be **MACROC President Cr Anoulack Chanthivong** (a Councillor with Campbelltown City Council).

### **The Macarthur Region**

Macarthur is increasingly being identified as a distinct region of Sydney, one that offers great potential for investment, business and employment opportunities, as well as an excellent quality of life. It is also a region that is about to experience significant growth. The South West Growth Centre development, together with the NSW Government's Metropolitan Strategy and the Draft South West Sydney Sub-Regional Plan identify the South West Corridor, comprising of Liverpool and the MACROC Member Councils, as one of substantial targeted growth over the next 25 years.

The Region is on the brink of rapid population growth. The population of Macarthur will grow from 233,000 in 2006 to approximately 409,000 in 2031 (Figures from "Employment Prospects for South West Sydney" Hill PDA).

## **Public Transport Issues in the Macarthur Region**

In 2007 MACROC commissioned planning consultants Hill PDA to undertake the preparation of an economic development and employment strategy for South West Sydney. Their brief was to provide a regional view of employment and business growth in the context of the population and employment targets in the State Government's Metropolitan Strategy, the South West Growth Centre and the Draft South West Sydney Sub-Regional Strategy, taking into account the visions and aspirations of the Local Government Areas of the South West: Camden, Campbelltown, Liverpool and Wollondilly.

One of the major findings of the report entitled "Employment Prospects for South West Sydney" was that the South West Sydney Region (including Liverpool) provided 100,957 jobs of which residents took up 71,510. With the size of the residential workforce employed at 164,111 this means that the remaining 92,601 residents travel outside the Region for work. This demonstrates that Macarthur is a big exporter of labour, and the daily traffic jams on M5 is a stark reminder of this ongoing problem.

Another finding of the Report was that 106,800 jobs needed to be created in South West Sydney by 2031 if the Region is to meet the employment needs of the planned 295,000 new residents. Added employment opportunities in the Region will also put additional strain on an already overburdened public transport system.

MACROC has been active in lobbying for adequate and timely infrastructure provision to meet the needs of current as well as future residents.

Adequate public transport infrastructure is particularly important and in August 2008 MACROC convened the Macarthur Regional Transport Infrastructure Priorities Working Group to identify key regional transport infrastructure priorities.

The Working Group have produced a Matrix of Macarthur Regional Public Transport Infrastructure Priorities, which lists nine high priority Regional Transport Infrastructure Priorities.

### **Regional Transport Infrastructure Priorities for Macarthur:**

#### **Camden Valley Way Upgrade**

Camden Valley Way is the primary arterial road providing connection for existing communities at Camden and Narellan, and also provides the essential link road for the South West Growth Centre to other centres in Western Sydney, the M7 and M5 Motorways, and will provide access to the future South West Rail Link. Camden Valley Way is a critical alternative route to the M5/F5 for local and inter-regional trips.

#### **South West Rail Link**

The South West Rail Link to Leppington is seen as fundamental for the development of the South West Growth Centre. The entire development rests on the delivery of this key infrastructure item, and if not delivered will compromise the entire transport network in the south west of Sydney. The South West Rail Link is vital to improving capacity on the existing rail lines through the region.

### **Commuter Parking Provision**

There is continuing rapid growth in commuter parking demand, particularly at Glenfield, Ingleburn, Campbelltown and Macarthur Stations. Parking provision needs to address both current demands and expected growth over the next 10 to 15 years to service the residents of Campbelltown, Camden and Wollondilly.

### **Badgally Road Extension and Upgrade**

The Badgally Road Extension will be developed as part of the Turner Road Precinct, funded under the Special Infrastructure Contribution (SIC). However, the upgrading of existing sections of Badgally Road and a connection over the railway line into the heart of the Campbelltown CBD is not included within the SIC and will be required to ensure direct access with a high service level and bus priority is provided from the Growth Centre to jobs and services in Campbelltown.

### **Spring Farm Parkway Extension and Connection to F5**

Portions of the Spring Farm Parkway will be developed as part of the Spring Farm and Menangle urban release areas and the Glenlee Industrial Precinct. However some sections of the route and connections to the F5 Freeway are at this stage unfunded. This route is critical to providing an alternative east-west route to Narellan Road and providing direct access with bus priority to the rail services at Macarthur Station.

### **Improvements to the existing rail lines and services, including interchanges**

Continued implementation of the State Governments current program of rail track expansions and turn back facilities is required, but particularly for Macarthur Station as well as the provision of better integration between rail and bus services, particularly Campbelltown and Ingleburn Stations.

### **Improvements to the existing bus services including priority bus works**

The delivery of a coordinated bus priority network across the Region is required to provide access to the Macarthur Regional Centre and the rail network, as well as to complement the existing and proposed rail network. This should also include the early funding of high frequency services to new release areas to facilitate the uptake of public transport by new communities.

### **Maldon Dombarton Rail Link**

The completion of the Maldon Dombarton Rail Link has the potential for regional benefits by diverting on road freight traffic to rail, as well as improving passenger connectivity in the Region.

### **Picton Road Upgrade**

Picton Road needs to be upgraded to support the higher transport volumes associated with Port Kembla. Works need to include an upgrade at the F5 interchange.

In summary **Public Transport** is critical for the development and maturation of the South West:

It is essential that the Region has an effective public transport system, enhanced major channels to Sydney CBD and Port Botany, the coast and the south of the State but also a local grid of effective roads. Commuter bus services need to be improved.

Current transport in the area needs to be enhanced. The north-south road grid and rail links need to be developed. And the local road service is not an adequate standard to carry growing transport needs.

MACROC also considers it essential that adequate public transport in the form of frequent local bus services needs to be well planned and in place and operating at the beginning of any new development in the Region.