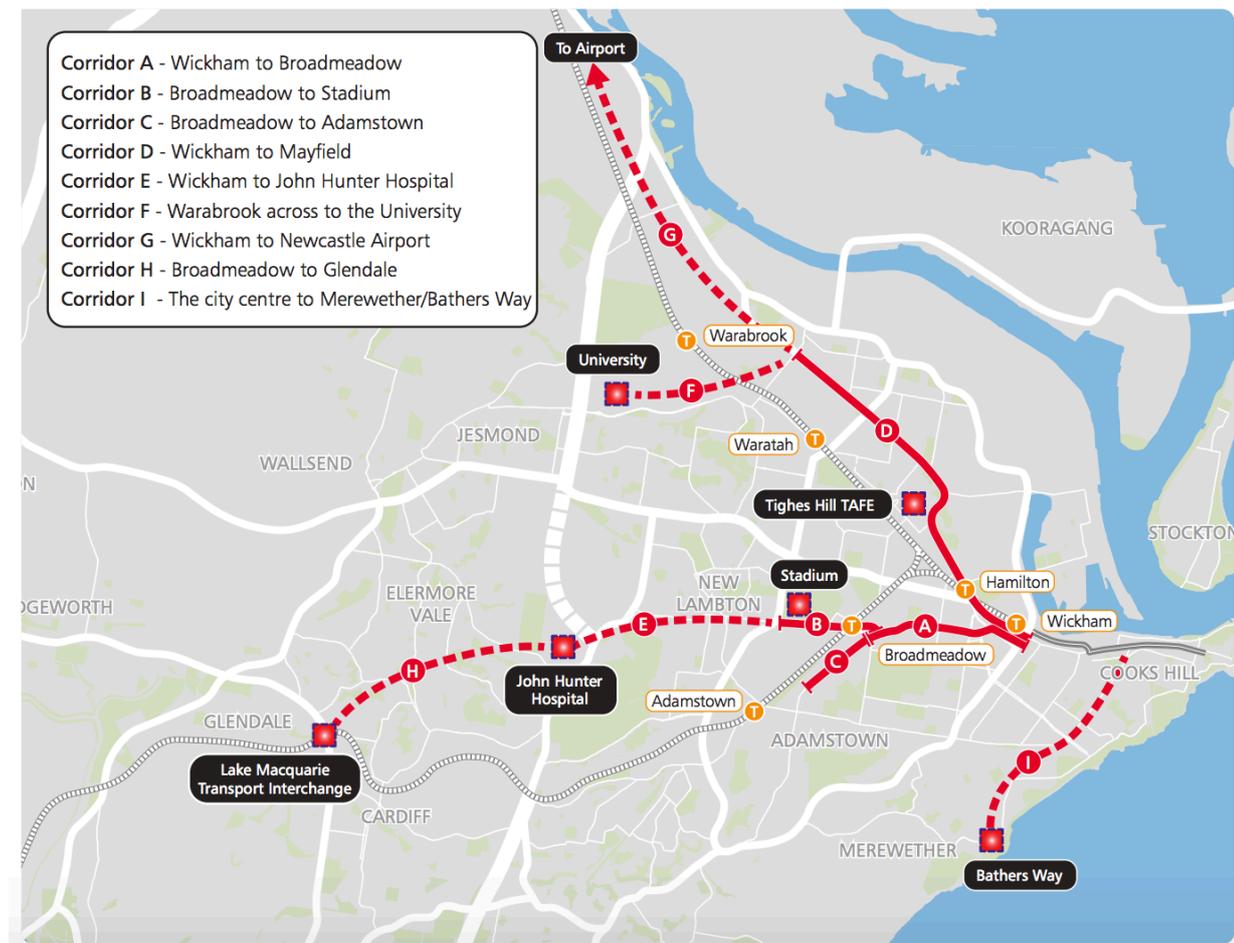


**Subject: LMM 13/06/2017 - Light Rail Extension and Network**

**MOTION**

1. That Council advocates for the planned extension of Newcastle Light Rail by updating the Light Rail extension and light rail network in Council's "Connecting Newcastle Our Urban Renewal Vision" adopted 22<sup>nd</sup> March 2016, including with:



2. That Council leads the formation of a working party to deliver on this vision with relevant state agencies (including the Hunter Development Corporation, Urban Growth, Roads and Maritime Services, and Transport for NSW), Keolis Downer and the community.

**BACKGROUND**

Council has consistently resolved to work with State Agencies to deliver an expanded light rail network connecting the connect the Inner City with the University at Callaghan, the John Hunter Hospital, Merewether Beach, Charlestown, Newcastle Airport, the Wallsend CBD, the proposed Glendale Interchange and Hunter Stadium. This proposal was the cornerstone of the Connecting Newcastle vision.

Council successfully lobbied the NSW Government (Transport for NSW) to release a discussion paper on possible light rail extension options in parallel with the Inner city light rail REF. A discussion paper was published on the Revitalising Newcastle website outlining the potential corridors being investigated and technical issues and

opportunities. Feedback was collected in July 2016 inform future planning strategies for extending light rail there has been no further collaboration or engagement since this time. To secure the future of fully integrated transport network with a viable light rail network through the city of Newcastle and beyond planning for the network must start now.

The NSW government stated in its Inner City Light Rail REF Submissions Report that when the new integrated services operator commences (1 July), the NSW Government will work with key stakeholders, including Council, businesses and the community to assess future corridors.

**Council unanimously supported the Lord Mayoral Minute Sept 2015 and Connecting Newcastle March 2016**

An integrated transport network is the cornerstone of a thriving global city. Now more than ever before, Newcastle deserves a network where seamless multimodal public transport co-exists with pedestrians, cyclists, cars, skateboarders and scooters.

The Newcastle community is looking for increased opportunities for safe and convenient walking and cycling, improved options for using public transportation, and decreased reliance on private vehicles.

Connecting Newcastle via Integrated transport considerate of holistic urban renewal outcomes is important because many aspects of our lives are impacted by how we get around, to work or school, shopping or entertainment.

Light rail is going to be one part of this network, and given the investment being made in the infrastructure.

Newcastle needs a light rail network that makes sense and that delivers on broader urban revitalisation goals to create a connected city and a vibrant city centre.

**SUBJECT: LMM 22/09/2015 - INTEGRATED TRANSPORT PLAN**

**PURPOSE**

To articulate and develop a long term vision for multimodal transport across Newcastle and the Hunter, ensuring the NSW government delivers an integrated transport plan for Newcastle in the context of a broader regional and national transport, land-use and economic development plans in the Lower Hunter.

**MOTION**

That Council:

1. recommit support for a geographically focused Hunter Transport Authority to provide a governance structure that;
  - a) allows the region to determine public transport outcomes and
  - b) investigates opportunities for further transport reform to support a focus on door-to-door customer journeys through greater focus on interchange and multi-modal integration.

2. advocate for the NSW Government to utilise public and private sector expertise to develop and deliver Hunter transport services modeled on world's best practice, as has been achieved elsewhere including Sydney, Melbourne and the Gold Coast.
3. call for the expansion of any proposed light rail project for Newcastle to connect the inner city with the University at Callaghan, the John Hunter Hospital, Hunter Stadium, the Newcastle Airport, beaches, and the proposed Glendale Interchange; and ensure any light rail network integrates car parking, cycle-way, pedestrian, bus and heavy rail operations.
4. work with the NSW Government and Transport for NSW to establish a Memorandum of Understanding with Council to acknowledge Council's role in land-use and transport planning and define how the parties will work together.
5. collaborate with Transport for NSW to establish an integrated transport management plan including forward planning of the next stage of any light rail project, including community consultation on the proposed routes.

**For the Motion:** Lord Mayor Cr Nelmes and Councillors Clausen, Compton, Crakanthorp, Doyle, Dunn, Luke, Osborne, Posniak, Robinson and Rufo

**Against the Motion:** Nil.

**Carried**

## **BACKGROUND**

An integrated plan for all modes of transport is made more urgent by the completion of major urban renewal projects such as the Newcastle Courthouse redevelopment and University of Newcastle CBD campus.

Council wishes to see a vision for public transport across Newcastle and the Hunter, to show the community how enhanced connectivity and integration of all transport modes will shape urban renewal and improve liveability.

The establishment of an integrated transport plan providing transport to the John Hunter Hospital, the University campus at Callaghan, Newcastle Airport, Wallsend CBD, beaches, the Hunter Stadium and Lake Macquarie should be listed as a key regional infrastructure project in Newcastle and the Hunter region.

At a local and regional level, the way we plan for land use influences how much and how people travel, the cost effectiveness of providing transport services, and the amenity and safety of our environment. A reciprocal relationship applies, in that transport networks can shape land use.

**Integration of land-use and transport planning is critical to achieving more sustainable outcomes** for the City of Newcastle.

Articulating a vision for transport across the Hunter is highlighted through Council's Newcastle Transport Strategy 2014. In practice, aspects of transport are addressed by the three levels of government, with some areas of overlap.

Constitutional responsibility for local government and for transport rests with state and territory governments. In recent years, there have been initiatives to create national laws and national regulators for the heavy vehicle, rail and maritime sectors, aimed at improving efficiencies without compromising safety standards.

In terms of land transport, the Australian Government's focus has been predominantly on roads, though the establishment of Infrastructure Australia and recent policy initiatives, such as the National Urban Policy, suggest increasing interest in urban transport issues. The NSW Government is responsible for public transport, vehicle licensing and registration, and regulates and enforces road user behaviour. It is responsible for public transport infrastructure such as buses, trains, ferries, light rail vehicles and interchanges; the planning of public transport networks; timetabling; information and service provision. The NSW Government is responsible for provision and operation of the road network, though through the Roads Act 1993 and the Local Government Act 1993, some of these functions are devolved to local government. Through Roads and Maritime Services, the NSW Government provides infrastructure for and maintains state roads, controls traffic on classified roads and has control of traffic signals on all roads. Through its policies and plans, the NSW Government can facilitate desirable land use and transport outcomes and facilitate travel behaviour change.

The Newcastle Transport Strategy (adopted by Council on 9/12/14) complements the adopted Newcastle Cycling Strategy and Action Plan, in its advancement of active transport and prioritisation of the needs of pedestrians and cyclists. At federal and state levels, there are multiple initiatives to increase active transport, for well-documented health, economic, social and environmental benefits. Council is using the Newcastle Transport Strategy 2014 to better position itself to leverage grant funding for cycle and pedestrian projects, which will require additional resources to undertake project planning phases of investigation, concept design and detailed design, and to prepare grant applications.

Transport issues have been addressed by multiple agencies and levels of government. Though various strategies, plans and policies have been produced over time, a single overarching strategy is lacking.

Development of the Newcastle Transport Strategy involved:

- compilation of transport-related documents that influence transport actions and policy in Newcastle;
- summarisation and review of status of recommendations of key documents; and
- preparation of a series of mode/theme-based working papers, including papers on policy and planning context, walking and cycling, public transport, travel demand management, parking and roads and freight. All working papers, except for the paper on context, are structured in a common format. Each describes Council's role and responsibilities in relation to the working paper theme, outlines the current situation, issues and opportunities and discusses policy considerations.

Council also has a responsibility to prepare a community strategic plan that sets out the main priorities and aspirations for the Local Government Area, and which is developed having regard to relevant state and regional plans of the NSW Government. The consultation process for the development of the Newcastle Community Strategic plan highlighted the importance of transport choice, with effective public transport and walking and cycling networks key community priorities.

Like many local governments across Australia, Council has financial constraints that impact on how comprehensively its statutory roles are addressed and the extent to which it can undertake discretionary functions.

### **Policy and Planning Context**

The responsibility for transport is shared across the three levels of government, with some significant areas of overlap, which heightens the need for coordination of action and alignment of objectives. At all levels, planning for transport should be consistent with, and supportive of, broader social, economic and environmental goals for a just, prosperous and environmentally responsible society.

### **National, State and Regional Context**

Many of the issues faced by Newcastle are shared by other communities. The Australian and NSW Governments have produced a range of documents that provide context for development of a transport strategy for Newcastle.

### **Our Cities, Our Future**

In May 2011 the then Minister for Infrastructure and Transport released Our Cities, Our Future — A national urban policy for a productive, sustainable and liveable future. The policy outlines the Australian Government's goals and priorities for the nation's cities and how it will contribute to making them more productive, sustainable and liveable. The policy recognises the critical roles that state, territory and local governments, the private sector and individuals play in planning, managing and investing in cities.

### **The Australian National Cycling Strategy 2011 – 2016**

The overarching vision is to realise a step-change in attitudes to cycling and in the numbers of riders in Australia. In the short term, the goal is to double the number of people cycling by 2016. The strategy sets out a framework of six key priorities and objectives with generic actions that can be applied within state and local governments.

### **Walking, Riding and Access to Public Transport**

This document explores how the Australian Government can work with other levels of government, business and the community to encourage and support walking and cycling as part of the transport systems in Australia's cities and towns. The report explores options to increase the mode share of walking, riding and public transport through planning, building and encouragement.

### **NSW 2021 – A Plan to Make NSW Number One**

NSW 2021 is a 10-year plan to guide policy and budget decision making in NSW. It is based around five key strategies: rebuild the economy; return quality services; renovate infrastructure; strengthen our local environment and communities; and restore accountability to government. The plan enunciates 32 goals, including reducing travel times; increasing patronage on public transport by making it a more attractive choice; improving customer experience with transport services; and improving road safety.

### **NSW Long Term Transport Master Plan**

The Master Plan sets the direction for transport planning for the next 20 years. It provides a framework for transport policy and investment decisions that respond to key challenges that the transport system in NSW needs to address to support the State's future economic and social performance. It covers all modes, roads and freight and foreshadows further detailed planning.

### **Hunter Regional Transport Plan**

Released in April 2014, the Hunter Regional Transport Plan is one of 10 regional plans released by Transport for NSW in fulfilment of commitments made in the NSW Long Term Transport Master Plan. It notes commitment by the NSW Government to continue to work with local councils to identify and prioritise actions for the future, so improvements can be delivered to communities as funding becomes available.

### **Multi-agency Involvement**

All levels of government contribute to transport outcomes in Newcastle, with significant areas of overlap. This can be particularly challenging for coordination of action and the timing of incentives and disincentives to encourage travel behaviour change. It may also provide opportunities for partnership and funding from the Australian and NSW Governments.

Council has undertaken detailed studies and prepared plans on various aspects of transport over time and has advocated for preparation of a regional transport plan by the NSW government to establish the framework for coordinated action by both state and local governments. Council's broad directions for transport are essentially embodied in the Newcastle Local Planning Strategy and the NURS which, together with, the Newcastle Community Strategic Plan, are Council's key strategic document that guide land use and transport decisions in Council.

For Newcastle, as for the Lower Hunter region, the commute is typically the fourth highest reason for travel, as a percentage of trips. Greater proportions of trips are undertaken for social/recreation purposes, to serve passenger and shopping. Public transport mode share is low, at around 4% of trips. Walking accounts for 16% of trips in Newcastle, though these represent less than 3% based on distance.

From 1991 to 2011 census data shows steady increases in the proportion of individuals travelling to work by car and slight decreases in the proportions using active transport and public transport.

**Newcastle Transport Strategy Targets** (as adopted by Council December 2014)

Target	Measurement Source
<b>Public Transport</b>	
<ul style="list-style-type: none"> <li>Increase mode share to public transport for commuter trips to and from Newcastle CBD during peak hours to 20% by 2016 (NSW 2021)</li> </ul>	<ul style="list-style-type: none"> <li>NSW 2021 Performance Report</li> </ul>
<b>Walking</b>	
<ul style="list-style-type: none"> <li>Increase the mode share of walking trips made in Newcastle, at a local and district level, to 25% by 2016</li> </ul>	<ul style="list-style-type: none"> <li>NSW 2021 Performance Report</li> <li>Household Travel Survey</li> </ul>
<b>Cycling</b>	
<ul style="list-style-type: none"> <li>Lift the share of short trips by bike for all travel purposes to 5% (NSW BikePlan, Newcastle Cycling Strategy and Action Plan)</li> <li>Double the use of cycling to get to work (NSW BikePlan, Newcastle Cycling Strategy and Action Plan)</li> </ul>	<ul style="list-style-type: none"> <li>Household Travel Survey</li> <li>ABS Census</li> <li>Household Travel Survey</li> </ul>
<b>Road Safety</b>	
<ul style="list-style-type: none"> <li>Reduce death and serious injury on Newcastle's roads by more than 30% (NSW Road Safety Strategy 2012 – 2021)</li> </ul>	<ul style="list-style-type: none"> <li>NSW Centre for Road Safety</li> </ul>