

Your Ref: TR/11(2)

Our Ref: O Wijayaratna.ow

4 May 2005

The Secretary  
Standing Committee on Transport and Regional Services  
The House of Representatives

## **Inquiry into the Integration of Regional Rail and Road Freight Transport and their Interface with Ports**

### **Council of the City of Botany Bay Submission**

Thank you for allowing Council of the City of Botany Bay to make an submission for the Inquiry into the Integration of Regional Rail and Road Freight Transport and their Interface with Ports.

The Port Botany facility in Sydney is located within the City of Botany Bay Local Government area. Accordingly Council provides the following submission in an effort to highlight key issues of concern and those needing consideration at the above Inquiry.

- Substantial improvements to road infrastructure is required to ensure efficient freight transport to and from Port Botany facility

Port Botany Facility is located in close proximity to major traffic generators such as Sydney Airport, large industrial developments, commercial facilities and residential precincts. As a result majority of roads leading to Port Botany facility are operating at maximum capacity for 13 hours every weekday. Most of the major intersections in Botany area such as Foreshore Road-Botany Road; Foreshore Road/General Holmes Drive; General Holmes Drive/Mill Pond Road; General Holmes Drive/Joyce Drive; Botany Road/Mill Pond Road and Joyce Drive/O'Riordan Street operate below acceptable levels of service with long delays during morning and afternoon peak traffic periods (morning from 7:00am to 10:00am and afternoon from 3:00pm to 7:00pm). Accordingly substantial improvements to road infrastructure are required to ensure efficient road network for not only the uses of Port Botany facility, but also other land uses in the area, especially users of the Sydney Airport.

- City of Botany Bay does not support further expansion of Port Botany facility

It is commonly acknowledged that Port Botany facility already places significant stress on local and regional road and rail infrastructure and has significant adverse impacts on local amenity, ecology and the environment.

The traffic in City of Botany Bay is increasing alarmingly without any port expansion due to the saturation of industrial development coupled with the even increasing land use conflicts between industrial, residential and commercial development. Expanding the port would create grave ramifications on the operation of all the major roads in the area. Given that an average truck displaces some 4 standard passenger cars<sup>1</sup> and a B-double displaces some 6 standard passenger cars, the actual increase in truck traffic on the road network is, in reality, substantially

<sup>1</sup> "Working Paper 57 – Transport Infrastructure Pricing" by Bureau of Transport & Regional Economics, Department of Transport & Regional Services, Canberra, 2003.

greater. Whatever policies are developed to increase the use of the railway movement of freight, past history has proved that road transport will increase enormously. Added trucks on existing congested road network would bring heightened anxiety, time-loss, air pollution levels, accidents and frequent gridlock at major intersections. Traffic congestion will be compounded by increased freight rail movements, which will contribute to air and noise pollution.

Strategic consideration should be focused on alternative locations for the expanded port(s) and to the potential to integrate while diversifying cargo inputs to the three major ports in the Greater Metropolitan Sydney. Greater consideration for areas of both Port Kembla and Newcastle is essential. This review should independently assess the long-term options for major state and regional transport infrastructure development. This should include comprehensive assessments of NSW port facilities, general population growth predictions and key employment and industrial priority areas within the Greater Metropolitan Sydney and the future need for a possible fast rail network between Newcastle, Sydney and Wollongong.

- Policies should be developed to reduce the impact of road transport on local communities

The congested conditions of the road network in the vicinity of Port Botany Facility and Sydney Airport compel some heavy vehicle operators to use roads that run through residential and commercial landuses affecting amenities of local communities. Accordingly, road haulage of containers should be limited to dedicated truck routes away from residential and commercial land users for both the economic benefit of freight operations and to retain the existing standard of amenities of local communities. Policies also should be developed to provide internodal freight hubs away from city areas to reduce the impact on existing transport infrastructure with in the city area.

In conclusion, Council of the City of Botany Bay requests the Standing Committee on Transport and Regional Services to place a greater emphasis on the transport needs and road safety concerns of local communities in their inquiry.

**WILL MARSH  
MANAGER -  
ENGINEERING SERVICES**