



WalkSydney
Taking Sydney in Stride

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Attention: Keith Ng

F6 Extension Stage 1 - SSI 17_8931

The Roads and Maritime Services (RMS) proposes to construct and operate the first stage of the F6 Extension between the New M5 at Arncliffe and President Avenue in Kogarah.

This project is part of a connected Sydney motorway network with planning and/or construction of links now underway. The motorway network will ultimately provide fast high-capacity driving access throughout Sydney and WalkSydney, a new community group working to improve conditions for people walking, wants to see a major review of the existing road classifications / categorisations scheme.

Road management and funding arrangements between State and Local Government is based on a legislative classification in the *Roads Act 1993* and an administrative categorisation as State, Regional and Local roads. The recently adopted and future-focussed transport and planning strategies for Sydney require a significant review of this approach to ensure major motorway projects do not undermine the intentions of these strategies.

Like other recent motorway projects, this project cites benefits which include removing long-distance through-traffic from surface roads and improved freight journey times by better separating local and through-traffic. An overhaul of the road classifications / categorisations scheme is needed to ensure these cited benefits are achieved.

The EIS recognises the vision for Local Centres as a focal point of neighbourhoods with a focus on walking and cycling, a mix of land uses and spaces creating a vibrant character with places for people. To achieve this vision the movement focus of Local Centres needs to shift from through-movement by cars and trucks to local access primarily by walking and cycling as well as by vans / small trucks for local deliveries. The status of roads running through locations identified by the District Plans as Local Centres (such as Brighton Le Sands, Rockdale and Wollie Creek for this project) and their control by the RMS needs to be revisited.

Future Transport 2056 is underpinned by the movement and place framework and the EIS says:

*“Along with future stages of the F6 Extension, the project would support the movement and place framework by changing the role of arterial roads such as The Grand Parade and the Princes Highway. Currently these routes function primarily as movement corridors. **The F6 Extension would allow these arterial roads to retain their purpose as movement corridors.**” (Part 4.4.3).*

Why would this project allow the movement purpose of The Grand Parade and Princes Hwy to be retained? The role of streets serving Local Centres needs to be re-orientated toward place corridors instead of retained as movement corridors. The RMS should not be the controlling authority of these streets – management of these streets needs to shift to local government including funding to support this management.

The Grand Parade and Princes Highway, as well as other classified roads serving Local Centres and soon-to-be supplemented by new motorways (such as Parramatta Road, Botany Road, Victoria Road, Military Road and the Pacific Highway), need to be handed to local government to ensure the intention for Local Centres is achieved with better access by walking and cycling, a strong sense of place to support local business and further residential development.

Locations identified as potential priority projects in the Sydney Green Grid include classified roads including the Coastal Walk: Botany Bay Foreshores along The Grand Parade in Brighton Le-Sands for this project. The proposal for the Sydney Green Grid to create a network of high-quality green areas connecting town centres, public transport networks and major residential areas will not be realised whilst these corridors are under the control of the RMS.

A comprehensive review of the road classifications / categorisations scheme needs to involve Local Government, the Greater Sydney Commission, Government Architect NSW, Transport for NSW and Planning and Environment. The review needs to revise the criteria for roads in urban areas and take into account the following State Government policies and projects:

- Future Transport 2056
- A Metropolis of Three Cities - the Greater Sydney Region Plan
- The five District Plans
- Better Placed integrated design policy
- Sydney Green Grid
- The full Sydney motorway network (existing, under construction, proposed and for investigation).

The Department of Planning and Environment needs to impose an overhaul of the road classifications / categorisations as a condition of any Instrument of Approval.

Yours truly,



Brigid Kelly
Sydney Walks