



Tourism & Transport Forum (TTF)

Submission to the NSW Metropolitan Transport Plan & Metropolitan Strategy Review

May 2010





Tourism & Transport Forum (TTF) is a national, Member-funded CEO forum, advocating the public policy interests of the 200 most prestigious corporations and institutions in the Australian tourism, transport, aviation & investment sectors.

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Create clear lines of responsibility for the Sydney Metropolitan Development Authority, NSW Transport & Infrastructure and the Department of Planning

Ensure Parramatta, Liverpool and Penrith are provided with adequate transport links

10 year funding guarantee

Bring forward the City Relief Line project

Establish the preferred corridor and business case for the second harbour heavy rail crossing

Review extending the light rail down George Street in the CBD and plan for future extensions along major inner city corridors

Bring forward the completion of the North West and South West Rail Links

Re-investigate a rail link between Parramatta and Epping, commence a business case for the Bondi Beach rail link and reserve the corridors for a future metro rail system.

Investigate a fleet of smaller buses and fast track bus priority measures

Expand the Metrobus network and increase investment in Transitways

Increase investment in associated cycleway infrastructure

Review private sector involvement in Sydney ferries operations

Improve ferry network integration and route designs on the harbour and investigate a rapid ferry service in the Inner West

Fast track the M5 widening

Complete Sydney's missing road links and trial weekend clearways

Include private ferries, light rail and the monorail in integrated ticketing and the smartcard project

Increase investment in commuter car parks, adopt demand management tools and increase investment in TravelSmart

Additional comments

Establish a priority pipeline of projects for funding to 2036

Improve transport links to Sydney's major airports

Governance

Improve transport co-ordination and integration through a comprehensive operational transport plan

Create a single transport marketing agency

Develop performance indicators, set review periods and re-establish the Independent Review Panel

Transport in NSW

Sydney's transport network suffers from high car dependency and infrastructure bottlenecks. Congestion cost Sydney \$4.58 billion in 2009, a figure that is forecast to rise to \$7.76 billion by 2020 - representing a cumulative cost of more than \$60 billion to the NSW economy over the period.¹ Urban sprawl, particularly in the city's west, north-west and south-west, combined with limited public transport access in these areas, is compounding the problem.

This has economic, social and environmental impacts - reducing business productivity, increasing travel times, increasing greenhouse gas emissions and underpinning car dependence.

The population of Sydney is forecast to increase by 1.7 million people by 2036² and recent projections suggest a city in excess of seven million by the middle of the century. It is vital the capacity and scope of the transport network can keep pace with this growth which will require 700,000 new homes and more than 700,000 new jobs by 2036.³ In particular, the city's north-west and south-west – designated 'growth centres' under the NSW Government's Metropolitan Strategy – are at risk from inadequate public transport access.

To address congestion issues, and recognising economic and topographic realities, the right framework will be a mix of public transport and road solutions – but with an increasing reliance on mass passenger transit options. This should be coupled with a comprehensive whole-of-government plan that links land use planning with transport and other key infrastructure areas like water, energy, education and health.

Through the combined Metropolitan Transport Plan (MTP) and Metropolitan Strategy Review (MSR) document - the proposed *Metropolitan Plan* - the NSW Government must ensure that public transport becomes a more accessible and attractive proposition for commuters, long-term integrated planning is properly addressed and market failures are corrected.

The Metropolitan Transport Plan (MTP)

The MTP provides the framework for revitalising Sydney's transport network. TTF supports the key priorities outlined in the plan which will enhance Sydney's unique character as a 'City of Cities'. TTF believes the key strengths of the plan lie in the integration of transport and land use planning, the 10 year funding commitment and the identified core projects.

Aligning transport and land use planning was a key element in the Metropolitan Strategy released in 2005. The release of the MTP, which effectively sets out the key priorities for the next 10 years, enhances the connection between transport and land use, paving the way for a transformation of the Sydney metropolitan area as it faces the challenge of accommodating a population approaching six million over the next 25 years. The creation of the Sydney Metropolitan Authority will provide the necessary government framework to ensure projects are fast tracked through the approval processes enabling projects to proceed without delay.

Pivotal to the plan is the allocation of funding. In our submission to the Metropolitan Transport Blueprint, TTF strongly called for any funding allocations to move beyond the normal four year

¹ Bureau of Transport and Regional Economics, Estimating urban traffic and congestion cost trends for Australian cities – working paper 71, 2007 p109.

² Metropolitan Transport Plan 2010, p11.

³ *ibid.*

budget cycle. For the first time the MTP outlines a 10 year funding strategy for transport investment in Sydney. This will provide long term assurance to residents and investors about the completion of projects, however TTF calls for the adoption of further funding mechanisms that will unlock additional funding, such as transit oriented development, a strategy which further emphasises the connection of land use and planning.

Notwithstanding these strengths, there are considerable shortcomings in the plan which will require immediate attention if the *Metropolitan Plan* is to be successful.

TTF is concerned by the overwhelming focus of the current strategy on travel to and from Sydney's CBD. As few as 10 per cent of all journeys to work to the Sydney CBD are made by private vehicle, with the percentage of public transport trips the highest of any capital city in Australia. While there will be an ongoing need for transport investment to meet the CBD travel task as the population grows, better links are required to the other identified centres in Sydney to ensure the 'City of Cities' strategy can be achieved. As well as concentrating development and upgrading infrastructure around hubs such as Parramatta, Penrith and Liverpool, a comprehensive strategy will require improvements in public transport links between these hubs, in addition to increased development and urban densification along the corridors creating these links.

The NSW Government should use the proposed partnership between NSW Transport & Infrastructure (NSWTI), the Department of Planning and the Sydney Metropolitan Development Authority (SMDA) to improve links between the outer suburban growth areas and major centres other than the CBD. Detailed and costed commitments to such improvements are needed to secure the future economic viability of these areas, so that they do not suffer unnecessarily from congestion as more people choose to work and/or live there.

Furthermore, there is a lack of emphasis on roads in the 10-year funding allocation. The transport plan should focus on the importance of transport corridors rather than escalate the public transport versus road debate. While public transport will continue to be vital to the long term mobility of the Sydney metropolitan area, ignoring the commencement of critical missing links in the Sydney Orbital and the expansion of roads already at or nearing capacity will be detrimental to the city's economic growth. The F3-M2 link, M5 East corridor expansion and the M4 East extension to the airport and Port Botany are just some of the critical road transport projects requiring significant funding.

The lack of detail on projects and timetables for delivery is cause for concern. While appreciating the plan is a 'statement of intent' rather than a comprehensive action plan, the lack of detail on the specific projects that frame the 10 key priorities is cause for concern, as well as the lack of a specific funding allocation for each of the individual projects.

There is also neither an identified avenue for review of the plan nor targets for monitoring performance. This will be critical to ensure the plan has the flexibility to allow for any adjustments required by demographic changes over the 25 year period. It is also important for transparency and accountability to know that goals are being met as the plan is implemented. This ongoing monitoring and revision should be undertaken by an independent review panel, of the design that was established for the development of the NSW Transport Blueprint.

Finally, the MTP is mode-oriented with little provision for integration from both an operational and infrastructure investment perspective. TTF asserts a comprehensive integrated operational

transport plan should be developed to inform and coincide with the long term transport infrastructure strategy - the foundations of which should be laid out in the *Metropolitan Plan* - to provide for greater mode integration.

This response to the MTP provides comments to each of the key priorities and outlines additional projects that TTF deems should be considered within the 10 year timeframe. In addition, these comments form the key focus for the Metropolitan Strategy review.

Integrated transport and land use planning

The NSW Government's firm commitment to the integration of transport and land use planning is a positive sign for the future development of metropolitan Sydney. The proposed partnership between the NSW Department of Planning, NSWTI and the newly formed SMDA will help ensure an overarching framework for delivering the critical projects for Sydney. In addition, aligning transport infrastructure investment with an overarching strategy to develop Sydney as a 'City of Cities' will spread economic development and prosperity across the entire metropolitan area and provide the foundations for improved mobility.

Nevertheless, the shortcomings of the MTP and the MSR remain their inability to define areas for development, including defining those transit corridors prioritised for urban renewal. Identifying these areas will be critical for empowering key stakeholders and minimising any local community angst.

Below are further comments to the key priorities outlined in the MTP in regards to transport and land use planning.

The Sydney Metropolitan Development Authority

The SMDA will be important in the delivery of the projects outlined in the MTP. With a whole of government approach, the SMDA will streamline processes and provide a critical point of contact for key stakeholders and the private sector. TTF supports the SMDA's focus on urban renewal, which will be crucial in curtailing urban sprawl, and further supports the focus of this renewal along key transit corridors and in key activity centres, maximising the potential for transit oriented development.

Nonetheless, further information is required on the exact form of the SMDA and the tools it will use to fast track transit oriented development and urban renewal. In addition, clear lines of responsibility will need to be established with NSWTI and the Department of Planning to provide clarity to all government bodies and key stakeholders.

Recommendation: Create clear lines of responsibility for the Sydney Metropolitan Development Authority, NSW Transport & Infrastructure and the Department of Planning.

Growing cities within Sydney

Developing sub-regional cities in the greater Sydney metropolis is a sound strategy for the future growth of Sydney. The development of Parramatta, Liverpool and Penrith will support growth in one of Australia's fastest growing regions - western Sydney. Home to more than 1.8 million

residents and covering an area of almost 9,000 kilometres, western Sydney is the third largest regional economy in Australia.⁴

Parramatta is at the epicentre of economic activity in the region. The city is already forecasting an additional 30 skyscrapers with an additional 30,000 employees within the next 20 years. This employment pool will draw on potential workers, not just from western Sydney, but from the nearby inner west, northern suburbs and the Hills district. Currently, only 25 per cent of Parramatta's workers actually live in the LGA, compared with over 60 per cent for many competitor CBDs.⁵ For Parramatta to be a true second CBD it will require not only key transport links to the Sydney CBD but a radial transport network linking to the other sub-regional centres, particularly in Sydney's north and south west.

TTF supports the defining of Liverpool and Penrith as centres of expertise in the MTP - Liverpool, an education and medical centre, and Penrith an administration centre. This provides clarity to residents and businesses allowing for specialisation in associated services for those centres. Improving the transport links to each of the major centres will be essential for the overarching 'City of Cities' strategy to achieve its goals.

Recommendation: Ensure Parramatta, Liverpool and Penrith are provided with adequate transport links.

Below are comments on each of the major projects detailed in the MTP. Notably, TTF believes there is a large emphasis on providing services for the Sydney CBD. While this is necessary, it is equally important to begin investment in improving links to the sub-regional centres, which are as important for the future growth of Sydney.

10-year funding guarantee

New express rail services to the CBD

The \$4.5 billion City Relief Line project will significantly increase the capacity of the entire CityRail network. Greater capacity in the CBD will separate trains in the approach to and in the city centre, freeing up the existing rail corridor for additional services. While the MTP specifies the flow on benefits for Western line commuters, TTF asserts that this project is critical for the entire rail system, including the Southern, Illawarra, and Northern rail lines, resolving network capacity constraints where the lines merge on the approach to Central station. Therefore the anticipated benefits of the City Relief Line warrant a review of the proposed 2015 commencement date, to bring forward its delivery by unlocking short term funding via all available avenues.

Additional project - second Sydney Harbour crossing

The imminent requirement for a second harbour rail crossing needs to be addressed in the short term by establishing a preferred corridor and subsequent business case. Budgeting for this project as soon as is practicable will be necessary to avoid it becoming a missing link between the north shore line quadruplication and the City Relief Line project.

Recommendation: Bring forward the City Relief Line project and establish the preferred corridor and business case for the second harbour heavy rail crossing.

⁴ NSW Industry & Investment, *Western Sydney*, sighted at <http://www.business.nsw.gov.au/region/profiles/westernsydney.htm>.

⁵ Lang, Dr Robert, *State of the City address 2009*, March 2009, p30.

An expanded light rail network

An expanded light rail system will be a welcome addition to the inner city public transport network. Given the minimal requirement for new infrastructure for the Inner West light rail extension, TTF would encourage the fast-tracking of the project to meet the resounding demand and support for it from communities situated along the corridor.

The construction of the new light rail link from Haymarket to Circular Quay via Barangaroo will be vital infrastructure for the future development of the western section of the Sydney CBD. TTF believes an additional north-south extension in the CBD should be investigated as a longer term priority.

Additional project - further light rail extensions

In the medium to long term, light rail should be explored as a viable mass transit option for major inner-city corridors such as Parramatta Road, Victoria Road, Oxford Street and Anzac Parade. This would consolidate sustainable transport options for areas in the inner suburbs that are already densely populated. Light rail would provide substantial relief for CBD congestion and provide for improvements in bus services to surrounding suburbs.

TTF supports the construction of a light rail system in the long term development of Parramatta, where demand for transport modes with the ability to carry more passengers for short and medium length journeys will inevitably increase as densities and congestion increase in Sydney's second CBD.

Recommendation: Review extending the light rail down George Street in the CBD and plan for future extensions along major inner city corridors.

Rail to match the demands of growth

North West rail link

Proceeding with the delivery of this project, by exploring all available options to unlock funding, should be a high priority for the government. The North West rail link will provide a much needed mass transit option for residents in the Rouse Hill growth centre and businesses in Norwest Business Park. While the North West Transitway links Rouse Hill to Parramatta via Norwest, this proposed rail link will connect Rouse Hill and Norwest to Epping, enabling easy transition to Macquarie Park and Hornsby. The project therefore is critical for the government to realise its 'City of Cities' ambitions for Sydney.

With this in mind, the targeted completion date of 2023 is too far away. This project has already been hampered by revisions and delays since it was announced 12 years ago. With a completion date set for another 13 years' time, this will only lead to further uncertainty and additional costs. TTF asserts that construction of this vital mass transit link should be fast tracked to commence within the next budget cycle.

South West rail link

Once completed, this rail link will provide a vital mass transit link for the South West Sydney Growth centre. With 110,000 new homes forecast for this region, housing 300,000 new residents, the rail link will ensure the long term mobility of the area. Given the delays already experienced with this project, it is absolutely vital the government commit the necessary funding in the 2011-12 budget to ensure this project is able to meet its 2016 delivery date.

Recommendation: Bring forward the completion of the North West and South West rail links.

Additional project - Parramatta to Epping rail link

If Parramatta is to become Sydney's second CBD it will require a radial transport network that improves connections to the Sydney CBD, northern suburbs, and south west. The Parramatta to Epping rail link was originally the second stage of the Chatswood to Epping rail link but was shelved in 2003 due to escalating costs and low patronage projections. However, given the expected growth in Parramatta over the next 20 years, including a further 30,000 employees in the Parramatta CBD alone, and urban densification along the Carlingford line, this rail link will be required in the medium term to underpin the economic future of western and northern Sydney.

Additional project - Bondi Beach rail link

Connecting Bondi Beach, one of Australia's most iconic tourist destinations, with the CityRail network should be prioritised. A Bondi Beach rail link would deliver a steady stream of patrons throughout the day, making the business case for this project more favourable than other projects. Decreasing the reliance on cars and buses to access the precinct would also considerably enhance its amenity. TTF maintains that a Bondi Beach rail extension would be mutually beneficial for tourists, businesses and residents of the eastern suburbs and should be considered as a long term project.

Additional project - Metro Rail

Notwithstanding the abandonment of all metro rail projects in the short to medium term, TTF asserts that the long term need for metro rail in Sydney is inevitable. As such, it would be prudent for the government to proceed with the preservation of future corridors and establish a long term strategy for the funding and delivery of metro rail projects to avoid the infrastructure capacity constraints that will arise as a result of the projected population boom over the next 30 years.

Recommendation: Re-investigate a rail link between Parramatta and Epping, commence a business case for the Bondi Beach rail link and reserve the corridors for a future metro rail system.

Better bus connections

Bus priority measures

TTF is encouraged by the government's commitment to deliver improved bus services along 43 strategic corridors. However, the full implementation of this project is overdue and should be fast tracked. Priority should be given to those corridors where the greatest benefits will be seen for commuters and private vehicles, such as between Castle Hill and Parramatta.

The installation of GPS on government buses, a requirement of the corridor project, will provide additional benefit for commuters through the potential for real time information on bus movements. Similar technology is used in Melbourne to provide information to commuters via mobiles and real time information displays at bus stops. The roll out of this technology should be a priority to encourage more commuters onto the bus network.

New buses

Additional and replacement buses will accommodate increased patronage and dramatically improve commuter comfort. With a large proportion of buses still non-airconditioned or non-compliant with Euro-5 diesel standards, this investment in buses will be vital for the transport system. Buses are an effective mode over short to medium range journeys and also an effective transition mode prior to the introduction of heavier modes such as light and heavy rail.

In addition the government should consider investment into a fleet of smaller buses catering for 12-15 people. Used extensively in Europe and Asia, these vehicles could replace less patronised services and facilitate improved route design, with an ability to negotiate Sydney's narrow streets.

TTF supports the addition of 1,000 new buses but urges the government to combine this investment with additional priority measures to ensure the road network is not overwhelmed by the increased volume.

Recommendation: Investigate a fleet of smaller buses and fast track bus priority measures.

Metrobus

Given the success of the three Metrobus routes already in operation, TTF eagerly anticipates more details on the commencement of the proposed new routes from Chatswood to Bondi Junction and Randwick to Drummoyne. Metrobus has helped to boost the capacity of other bus services and improve travel times along corridors that experience significant peak congestion. The NSW Government should reaffirm its commitment to Metrobus by detailing how much of the recent funding allocation for improved bus services will go to the Metrobus network.

Additional project -Transitway expansion

The Liverpool to Parramatta and North West Transitways have been proven as successful investments in bus infrastructure, catering for growing regions in Sydney's western suburbs. Future rapid bus transitways should be considered for cross regional Sydney routes that lack adequate public transport links, such as the corridor between Penrith and Rouse Hill. TTF asserts that the North West Transitway be extended to Castle Hill given the nominated lead times for the North West rail link. Congestion and car dependency in Sydney's north west is already at a critical point, and will represent an increasing economic burden if it is not addressed in the short term.

Recommendation: Expand the Metrobus network and increase investment in Transitways.

Getting Sydney moving

Cycleways

A long term vision for NSW transport must include investment in cycleways. TTF welcomes the \$158 million over 10 years to complete the missing links in the current cycleway network. Cycleways are an increasingly important part of the transport mix as urban consolidation intensifies. Cycling is ideal for short range journeys, adds to the amenity of public spaces, and dedicated cycleways removes the need for cyclists to ride on existing roadways which hampers the free flow of traffic and increases the risk of accidents. However, more needs to be done to provide facilities for cyclists at major transport hubs. The busway network in Queensland provides lock up facilities and change rooms to encourage commuters to cycle to their nearest transport interchange before continuing their journey into the CBD. This can provide a good model for Sydney.

Additionally, any investment must be coupled with a long term campaign to encourage increased use of the new infrastructure emphasising the health, lifestyle and economic benefits of cycling. More also needs to be done to partner with employers to ensure appropriate facilities are available for cyclists to store bicycles and change at the end destination.

Recommendation: Increase investment in associated cycleway infrastructure.

Sydney's iconic ferries

TTF welcomes the government's commitment of \$709 million for the replacement of two Lady Class and four Supercat ferries and additional works. Continued investment will be needed to maintain and replace the ageing Sydney Ferries' fleet in the coming years. Notably, the MTP forecasts a drop of 4.8 per cent in weekday ferry trips over the next 10 years.⁶ TTF supports the rationalisation of the ferry fleet in order to facilitate improvements to maintenance regimes, staff training and rostering, and innovation in route design which could tap into new commuter bases.

Additional project - private sector involvement

To revitalise services and minimise the ongoing cost of fleet replacement, the position taken in December 2009 to maintain public ownership of Sydney Ferries should be reviewed. TTF remains concerned with the market testing process, given the public sector operator scored just 56 out of 100 for quality and showed no significant cost reduction to government over the next 7 years. Both private operators who bid for the service have a proven track record for providing quality public transport services and minimising recurrent costs to government. For further information see TTF's report *Revitalising Sydney Ferries* (appendix 1).

Recommendation: Review private sector involvement in Sydney Ferries' operations.

Additional project - integration of ferry services

A major disincentive to ferry use has been the lack of integration between routes. With independently operating routes, Sydney Ferries' commuters are being forced to travel to Circular Quay even if their journey is only across the harbour. For example, a passenger wanting to travel to Woolwich from Drummoyne is given just two services a day, spaced 10 hours apart, to make this seven minute journey across the harbour. This has contributed to the under-use of the ferry network. The creation of service integration points at several key wharves, such as Balmain and Drummoyne, would enable better interaction between services and decrease congestion at Circular Quay.

Additional project - rapid ferry service

The introduction of a new rapid ferry service that loops to key wharves throughout Sydney Harbour would expand the 'footprint' of the ferry network and, if integrated with the bus network, help remove bottlenecks on inner Sydney's arterial roads. The service could operate with smaller vessels, holding 10-15 people, and operate on a timed loop rather than an independent timetable, taking in locations such as Rozelle and Glebe. Such innovation would encourage greater use of the harbour as a commuter corridor.

Recommendation: Improve ferry network integration and route designs on the harbour and investigate a rapid ferry service in the inner west.

Increasing the efficiency of the road network

M2 and M5 widening

TTF supports the commitment to the widening of the M2 and M5 motorways. The M2 widening is critical to the current and future population of north west Sydney - 17,000 bus passengers and 100,000 motorists already use the road each day. New entry and exit points will also provide better links to Norwest Business Park, Macquarie University and Macquarie Business Park, key

⁶ NSW Government, *Metropolitan Transport Plan*, February 2010, p15.

activity growth centres in the region. The widening also paves the way for a link between the M2 and F3, one of the key missing links in the Sydney Orbital network.

While TTF supports the M5 widening project in the MTP, we are concerned it does not extend to the critical eastern section of the corridor within the ten year timeframe. This section of the project is essential to ensure that the M5 corridor has sufficient capacity to meet the projected boom in activity at Sydney Airport and the Port Botany freight terminal over the next 20 years. With current forecasts showing that the corridor will be at 115% capacity by 2016, funding for this section of the project should be provided immediately.

Recommendation: Fast track the M5 widening.

Additional project - road clearways

Extending clearways and transit lanes to weekends should be considered as a means of travel demand management along arterial roads. TTF recommends a trial of off-peak clearways on arterial routes including Victoria Road, Military Road, King Street and Parramatta Road, with a view to expanding the trial in the future. This should commence between 9am and 12pm on Saturdays in both directions. Note that investment would need to be made in off-street parking along these roads to ensure businesses are not disadvantaged by the changes. This should be done in co-operation with local councils.

Additional project - M4 East

This missing link in Sydney's transport network must be given higher priority than has been afforded to it in the past. Increasing traffic flows from Sydney's west, the impact of projected freight movements from Port Botany and increased traffic from Sydney Airport mean the M4 East project is vital to maintaining efficiency on Sydney's road network, and alleviating the congestion that the incomplete M4 motorway floods into the local streets of inner western suburbs. TTF asserts that the productivity gains this project would unlock are of national significance and, as such, NSWTFI should seek joint federal funding from Infrastructure Australia for its delivery in the short to medium term.

Additional project - F3 to Sydney Orbital (M2)

The need for a link between the F3 and M2 is urgent. Congestion along the Pacific Highway and Pennant Hills Road continues to affect the quality of life of residents in the north western suburbs and the efficiency of north-bound freight movements. The NSW Government must act on the recommendations of the Mahla Pearlman Review and allocate funds in partnership with the federal government to immediately progress this vital road link.⁷ The Purple 'Type A' option is now firmly established as the appropriate route, and TTF encourages forward planning to begin on a western 'Type C' corridor (F3 to M7) in the longer term.⁸

Additional project - F6 Loftus to Sydney

An extension of the F6 from Loftus through to Sydney via the airport is critical to support the growth of southern Sydney and NSW regional centres. This could be developed on the already reserved corridor. Public transport priority measures could also be incorporated to increase public transport share. Combined with an expansion of the M5 East, this project would improve traffic flow and reduce congestion in the southern suburbs.

⁷ Pearlman AO, The Hon. Mahla, *Review of the F3 to M7 Corridor Selection*, August 2007.

⁸ *ibid.*

Additional project - M4 East to M2 and M5

In addition to the extension of the M4 to the east, further extensions to the north and south will be necessary to provide an effective inner city bypass while accommodating growth at Sydney Airport and Port Botany. A large proportion of the north and south links will need to be tunnelled due to limitations on surface road corridors and require significant investment. However, in the long term, the links will be necessary to support the growth of key freight and passenger hubs in Sydney.

Additional project - Military Road tunnel

Efforts by the government to improve traffic conditions along the Spit Road and Military Road corridors should be accompanied by medium-long term plans to connect the northern beaches to the Warringah Expressway. Private sector interest in building a 3.9 kilometre toll road tunnel and replacing the Spit Bridge should be explored. This would provide traffic relief on Military Road and allow faster public transport links – including bus priority measures for the surface road.

Additional project - Bells Line Expressway

Sydney needs another inland route for freight, recreation and safety. Central west NSW currently has limited access to Sydney via the Great Western Highway, which is unable to cater for B-doubles and B-triples. With national truck traffic expected to double by 2020,⁹ a second Blue Mountains crossing will underpin transport links and economic growth in regional NSW. It will also provide safety benefits. Currently, the Great Western Highway and Bells Line of Road are the two most dangerous roads per vehicle kilometre in NSW. A new expressway will provide a dual carriageway, improving safety for tourists and regular commuters. The NSW Government should seek joint federal funding for this project, due to its national significance.

Recommendation: Complete Sydney's missing road links and trial weekend clearways.

A better customer experience

Fares and ticketing

The MyZone fare structure will enable fare changes to be made on a whole-of-network basis, making public transport in NSW a more attractive option and simplifying any future modal integration measures. TTF supports the MyZone reform and recognises its importance for the transition to smartcard ticketing. However, we remain concerned that unless Sydney's private ferries, light rail and monorail operations are incorporated into the new MyZone fare structure and smartcard ticketing regime, full network integration will not be achieved. The NSW Government should also undertake regular reviews of the MyZone fare regime to ensure any irregularities are addressed before the introduction of integrated smartcard ticketing in 2012.

Recommendation: Include private ferries, light rail and the monorail in integrated ticketing and the smartcard project.

Commuter car parks

TTF strongly supports extending the government's existing commitments to the development of 'Park & Ride' car spaces at train stations, bus and light rail interchanges, and ferry terminals. Improved car parking will further encourage the transition from private vehicle to public transport for medium and long range journeys into urban centres. Where space is restricted, TTF also supports the construction of multi-level car parks and better use of 'airspace' over transport

⁹ Roads and Traffic Authority, *Corporate Plan 2008-2012*, p13

corridors which can allow more people to drive to their nearest station and connect with the network. TTF also encourages the government to make land available for commercial parking developments where possible.

Other projects

TTF supports the need for ongoing investment in the Commuter Infrastructure Fund; Rail Clearways program and station enhancements; stabling, engineering and capital works; and rolling stock. However, the lack of detail in the MTP makes it difficult to provide feedback, other than to comment that improving station amenity, including easy access, completing the rail clearways program and ongoing investment in system maintenance will be absolutely vital to sustain increased capacity in the system while meeting commuter service standard expectations. In addition, the investment in 626 new rail carriages already underway will provide a much needed increase in service capacity and frequencies.

Additional project - demand management

Reduced off-peak fares should be a permanent fixture of any demand management strategy. Encouraging more commuters in the shoulder and off peak periods provides greater asset utilisation and relieves pressure from the traditional peak periods. Initiatives have been implemented interstate, including in Melbourne, where free public transport for those arriving in the CBD before 7am has been trialled. While not immediately applicable to Sydney, this provides a good example of off-peak pricing. TTF sees further opportunities for spreading the demand for transport through pricing, with the introduction of smartcard ticketing which would allow for real-time fare variation.

The government also needs to invest in TravelSmart as a means to promote sustainable transport options and travel behaviour change. The national TravelSmart program has had limited success in NSW and requires additional resources to enhance its scope and reach. It is also particularly important that this program is implemented alongside new services or infrastructure.

Recommendation: Increase investment in commuter car parks, adopt demand management tools, and increase investment in TravelSmart.

Planning the future transport network

Sydney outer orbital ring road

As western Sydney continues to expand, road links between major outer western, sub-regional centres, such as Penrith, Campbelltown and Richmond will become increasingly important. TTF supports the government commitment in the MTP to commence land acquisition and preserve an orbital ring road corridor, and would encourage the project to be expedited as a means of supporting growth in the outer suburbs in the medium term, rather than reacting to it in the longer term.

Motorway planning

Motorway planning is critical for the long term development of Sydney. However, this should not be an avenue to avoid further investment in these projects. TTF believes each of the road projects detailed above should be provided with necessary funds to commence planning and environmental assessments. However, some of the projects require additional investment immediately to commence construction, such as the M5 East.

Infrastructure priorities

Below is a summary of the infrastructure priorities, as stated above, categorised into short, medium and long term projects. TTF believes those projects in the short term category - both public transport and road projects - should be given priority funding. Those in the medium and long term categories should be included in the final Metropolitan Plan.

Short Term	Medium Term	Long Term
Public Transport		
North west rail link	Parramatta to Epping rail extension	
South west rail link	Bondi Beach rail extension	
City Relief Line	Light rail expansion for inner west, CBD and eastern suburbs	
Bus service integration	Light rail in Parramatta region	
Metrobus expansion	Second rail harbour crossing	
Transitway expansion		
Introduction of rapid ferry service		
Ferry fleet replacement		
Inner west light rail expansion		
CBD light rail expansion		
Roads		
M5 expansion	M4 East to M2, M5	Sydney outer orbital ring road
M4 East	F3 to M2 link	Bells Line Expressway
F6 Loftus to Sydney	Military Road tunnel	

Additional comments to the MTP

Funding

The ten year funding cycle proposed for delivering the MTP is an important step in securing the medium-long term transport needs of NSW. Beyond this period, however, plans for major transport infrastructure are either vague or non-existent.

The government must establish a priority pipeline for delivering major transport projects that encompasses future funding cycles up to the 2036 scope of the *Metropolitan Plan*. Developing a detailed list for future infrastructure needs will enable planning to commence in the short term so that such projects are not unnecessarily delayed when funding does become available. In light of the proposed federal health reforms, and the implication this may have for state budgets, revising the possibility of delivering currently unfunded projects would be a prudent course of action.

Infrastructure Australia

The Commonwealth's Building Australia Fund should be considered as a means of securing funding contributions for major capacity building projects of national significance. Some of the more ambitious project proposals included in the MTP, as well as some notable omissions – such

as the M4 East extension, the F3 to M2 link and Bondi rail extension – should be submitted to IA for joint funding consideration. This will help ease pressure on the state budget, by allowing resources to be reallocated to other areas.

To date, NSW has fallen well behind other states in gaining funding for transport projects from Infrastructure Australia. TTF asserts that this has been a result of both the quality and quantity of submissions for joint funding of projects in NSW being insufficient, relative to those of other states. The alignment of the MTP and the Metropolitan Strategy into one comprehensive city wide plan will be essential to obtain the necessary funding from the federal government, as agreed by COAG.

Recommendation: Establish a priority pipeline of projects for funding to 2036.

Transport links to airports

TTF remains concerned by the lack of attention given to integrated transport and land use planning at Sydney's airports. Both Sydney Airport and Bankstown Airport have been ignored in the MTP. Improving land transport links to both destinations is absolutely vital to the long term economic future of Sydney, NSW, and the nation - which the NSW Government cannot afford to ignore.

Sydney Airport

The current fare structure on the Airport Link line is actively discouraging patronage. Passengers wanting to travel by train to or from the airport must use one of the two on-airport stations and are charged a fare well above the standard CityRail fare - including a station access fee. The government should extend its commitment to fare rationalisation to airport rail services, either through subsidisation or a forced review of the privately administered station access fee.

In addition, only one bus route (Route 400) stops at the airport's three passenger terminals, which is an inadequate level of service given that more than 90,000 passengers, tens of thousands of non-passengers and the majority of the 12,000 on-airport workers pass through or work at these terminals every day. As a major employment and economic zone in the Sydney region, Sydney Airport is chronically under-served by buses, particularly when compared to the major strategic urban centres identified by the NSW Government in the Metropolitan Strategy - many of which, like Sydney Airport, are located in the Global Economic Corridor. For example, North Sydney is served by 62 bus routes for its 49,000 employees.

The introduction of the new Metrobus Route 20 service in October 2009 represented a lost opportunity to improve access to Sydney Airport for bus users. The immediate extension of the M20 to Sydney Airport should be a high priority.

Bankstown Airport

Bankstown Airport is home to more than 150 businesses providing employment to over 6,000 people. The airport contributes \$700 million annually to the New South Wales economy and has a gross output impact from all airport activities of \$1.4 billion per annum.

Road transport infrastructure around Bankstown Airport is in urgent need of improvement. Henry Lawson Drive is inadequate for the traffic it carries between Bankstown and Parramatta and its connections with Milperra Road and the Hume Highway require upgrading and grade separation.

Signposting also requires attention on the M5 to direct road traffic to the airport. TTF believes adopting the signing approach used in Victoria for those airports located in the Melbourne metropolitan area is a sound strategy.

Public transport alternatives are also inadequate around Bankstown Airport, with the precinct neglected both in the planning and delivery stages of public transport infrastructure. TTF calls for a public transport review of the area to evaluate needs and provide the basis for future investment.

Recommendation: Improve transport links to Sydney's major airports.

Governance

Improve transport co-ordination

A major shortcoming of the MTP relates to the lack of emphasis on the integration of Sydney's transport modes. While each project in its own right has merit, there is no detail provided on how the transport modes can better work together to move people to their destinations. TTF believes NSWTI should take the lead on configuring the network to maximise patronage and asset utilisation regardless of the mode. Current planning has led to competition between modes and the development of individual systems without effective co-ordination.

Better co-ordination of the modes will be essential as new projects come on line to avoid the situation where, for instance, bus and rail compete for the same commuters (a situation that currently exists in Sydney's north west). With this in mind, TTF asserts that a comprehensive, integrated operational transport plan should be developed to inform and coincide with the long term transport infrastructure strategy - the foundations of which will be laid out in the *Metropolitan Plan*.

Coupled with this, TTF strongly believes more stations should be transformed into transport interchanges where buses, heavy rail, light rail and other modes can meet to provide a smooth transition for commuters. Sydney already has some good examples of this such as Parramatta and Chatswood stations, which also incorporate transit oriented development to further provide value capture and increase patronage on all modes. Dulwich Hill will become increasingly important when the light system comes on line. Similarly, key stations along the north west and south west rail links should be identified as transport hubs now in order to maximise the benefit from those stations.

Transport for London released guidelines in 2009 targeted specifically at the development of transport interchanges.¹⁰ TTF believes these guidelines provide a solid framework for targeted interchange investment and should be adopted by NSWTI.

Recommendation: Improve transport co-ordination and integration through a comprehensive operational transport plan.

Improve commuter information services

Essential to the integration of transport services is commuter information. The current 131500 Transport Information Service is poorly branded and falls well behind the standards set by other

¹⁰ Transport for London, *Interchange Best Practice Guidelines*, found at <http://www.tfl.gov.uk/microsites/interchange/default.aspx>.

states' transport marketing agencies. TTF asserts the establishment of a dedicated marketing agency for public transport in NSW would deliver immediate and tangible improvements to customer service. The agency established either within NSWTI or as a separate body would have two major roles:

- To ensure transport integration is the primary focus in decision-making processes relating to strategic transport marketing and planning in NSW; and
- To act as a one-stop shop for information and marketing to public transport customers.

Ideally, through both roles, the group would be responsible for improved co-ordination between different service providers; the development of integrated ticketing solutions and fare restructuring; the standardisation of public transport signage and co-ordination of information dissemination; and the promotion of sustainable transport, focusing on travel behaviour change programs. Melbourne's Metlink provides an effective model of a transport marketing agency that should be emulated in NSW.

Recommendation: Create a single transport marketing agency.

Re-establish the Independent Review Committee

A key to the ongoing viability of the *Metropolitan Plan* will be the need for regular review. While the MTP lacked any performance indicators and any identified avenue for review, the MSR does provide for this. Performance monitoring and regular review periods will be critical to ensure the *Metropolitan Plan* has the flexibility to allow for any adjustments required by demographic changes or any other unforeseen challenges that will occur over the 25 year period. It is also important for transparency and accountability to know that goals are being met as the plan is implemented.

TTF believes the Independent Review Committee originally established for the NSW Transport Blueprint consisted of a unique team of core stakeholders and transport experts that facilitated a comprehensive and thoughtful dialogue ensuring the best outcomes for all Sydneysiders. Noting the subsequent dissolution of the committee, TTF believes this forum should be re-established. The Committee can provide beneficial outcomes in the development and ongoing review of the *Metropolitan Plan*. Its independence will provide the transparency and accountability required to ensure the plan's long term viability.

Recommendation: Develop performance indicators, set review periods and re-establish the Independent Review Panel.

Concluding remarks

TTF supports the move towards the integration of transport and land use planning and the projects detailed in the MTP. The \$50 billion price tag for the projects outlined over the next 10 years is significant, however this will be necessary to minimise the economic, social, and environmental impacts of congestion which - without this investment - will cost the NSW economy more than \$60 billion over the same period.

Sydney's transport challenges are multi-faceted and complex and a comprehensive 10 or 20 year MTP must be focused on finding solutions for transport corridors and not limited to one particular

mode over another. While TTF agrees that the projects outlined in the MTP are necessary, we remain concerned about the lack of detail on specific projects - including specific funding allocations and timelines for delivery for each project - and the lack of attention towards the major missing road links in Sydney. In addition, TTF believes a comprehensive transport operational plan should be developed to inform and coincide with the long term transport infrastructure strategy - the foundations of which should be laid out in the *Metropolitan Plan* - to provide for greater mode integration.

TTF has outlined a series of critical projects and operational and policy reforms, and is eager to work with NSWTI and the government to ensure that Sydney has a world class transport network in the future.



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