STRATEGIC DIRECTION C
TRANSPORT FOR A CONNECTED CITY
Sydney’s transport needs are met by several modes including rail, road, ferries and buses. This complex system has expanded over time to meet Sydney’s growth and changing travel demands.

The road network is critical to Sydney’s economy and to the daily lives of Sydneysiders. Of the 16.3 million trips undertaken on an average weekday, 92 per cent are by road for a variety of purposes including commuting to work and education, shopping, recreation and the distribution of goods via light commercial and heavy vehicles. Motorways are the workhorse of the network, with several sections moving more than 100,000 vehicles a day. While car travel offers flexibility and is effective for multi-purpose trips, the benefits of public transport for particular destinations and at particular times of day are well recognised. This is particularly true for peak hour commute trips to areas with high concentrations of employment such as the Sydney CBD.

The metropolitan heavy rail network is the backbone of Sydney’s public transport system and has helped shaped the city’s extensive suburban development around rail corridors. The city rail network caters for almost one million passengers a day on a network of some 2,110 km of track from Dungog in the north to Nowra in the south and out to Goulburn and Lithgow. The metropolitan component of the network (bounded by Berowra, Emu Plains, Macarthur and Waterfall) comprises 830 km of track. The majority of passenger movements on the rail network are between Sydney’s suburbs, the CBD, and the Global Economic Corridor (from Macquarie Park through Chatswood and the CBD to Sydney Airport and Port Botany in the south).

The rail network caters for almost one million passenger trips a day

The NSW 2010 State Plan—Investing in a Better Future plays an important role in focusing our efforts in the short term to support a compact and efficient city.

The Plan includes significantly increased targets for public transport mode share to the CBD for work journeys during the peak (from 75% to 80%), and for all journey to work trips across the metropolitan area (from 25% to 28%). Importantly and for the first time, it also includes targets for peak time work journeys to the regional cities of Parramatta (50%), Penrith (25%), and Liverpool (20%).

There are also targets for maintaining the efficiency of the road network—including moving 40% of container freight from Port Botany by rail by 2016—and increasing the number of jobs closer to home (or the proportion of residents within 30 minutes by public transport of a Major Centre or Regional City).

For the first time the Plan also includes an active transport target to raise the mode share of bicycle trips in the greater Sydney region at a local and district level to 5% by 2016 (currently 1%).

These targets require a strong focus on transit-oriented development and urban renewal as well as initiatives to increase the attractiveness of public transport and to manage congestion.
While half the trips undertaken by rail are for work or work-related purposes, a growing proportion of trips are for education, social visits, shopping and recreation. The metropolitan rail network also plays a role in freight transport, particularly for longer, interstate journeys. With freight movement growing and the need to ease road congestion, it is increasingly important to move goods from ports to distribution centres by rail.

Buses provide important services on key corridors serving the CBD such as the M2 Motorway, Military Road, Victoria Road and Oxford Street. They also provide connections into and between Regional Cities and Major Centres, and service the North West and South West Growth Centres. Bus networks are more easily adapted to changing community demand, more readily responding to growth and the needs of dispersed populations.

Passenger ferry services and light rail play a much smaller role in Sydney’s overall public transport task, but are attractive options for people in areas serviced by these modes.

Active transport—walking and cycling—continues to be an important option for shorter trips in and around centres, and is a factor in public transport usage.

Aviation is the dominant mode for national and international travel and also plays an important role in freight transport.

Sydney has a greater proportion of residents living in densities regarded as necessary to support quality mass transit, than any Australian city.
THE IMPORTANCE OF INTEGRATING TRANSPORT AND LAND USE

Sydney, more than any other Australian capital, is supported by a strong public transport network which has shaped and defined the city’s growth. This land use/transport link has resulted in Sydney having the highest public transport usage of all Australian cities.

Cities that support public transport have common features including higher residential density, a mix of activities focused in centres and well connected, walkable neighbourhoods. Sydney has a far greater proportion of its residents living in densities regarded as necessary to support a quality mass transit system, with over 500,000 people living in areas with at least 70 persons per hectare—more than five times the number in areas of equivalent density in Melbourne and 20 times more than in Brisbane (refer Figure C1).

Almost half Sydney’s population lives within 2 km of a train station and almost half of all jobs are within 1 km of a train station.

It is vital to ensure population growth occurs in a manner that encourages public transport use, particularly for commute trips, to keep Sydney compact and moving. The latest Household Travel Survey results are encouraging in this regard, showing the overall number of trips taken in 2008–09 remained stable with fewer car trips and more public transport and walking trips.

This suggests the growth management plan set out in the 2005 Metropolitan Strategy with its focus on regional cities and targeting 70 per cent of housing development in existing areas is an appropriate setting. The benefits of such an approach are considerable; as Australia’s global city and international gateway, Sydney’s competitiveness and productivity rely on accessible jobs and labour markets, and an effective transport system that moves people and goods efficiently.

A compact city means we are better placed to reduce greenhouse gas emissions through shorter trips for work, education and other purposes, more localised travel and greater access to sustainable transport options. It also provides greater opportunity to ensure adequate services and support for an ageing population. The challenge is to maintain and build on our success to date.
SYDNEY’S KEY CORRIDORS

Based on this Plan’s hierarchy of centres, as well as employment/housing trends and travel patterns, 46 existing and emerging multimodal transport corridors have been identified, factoring in expected growth patterns including:

- Sydney’s primary transport movements to the CBD, Global Economic Corridor and other centres
- Development of major employment areas in Western Sydney including the Western Sydney Employment Area (WSEA)
- Urban renewal of existing developed areas, and
- Land release areas including the North West and South West Growth Centres

These corridors have been assessed as critical over the longer term to ensure a connected city with efficient travel options and will guide the location of capacity enhancements to ensure a compact and accessible city.
TRANSPORT DEMANDS AND CHALLENGES

Supporting Sydney’s global role
Sydney is Australia’s global city and the gateway for international exchange. Growing jobs—particularly in Western Sydney—and supporting key employment centres such as the CBD and the Global Economic Corridor with strong transport links are vital to continued productivity. Sydney’s CBD, North Sydney and surrounding areas—are the city’s most concentrated employment area and the largest single market for public transport trips in Australia; increasing public transport capacity and accessibility into and through the busy CBD area is a key challenge in this Metropolitan Plan.

Port Botany and Sydney Airport are key economic gateways with significant growth in activity forecast over the next 25 years, requiring action to maintain accessibility into and out of this important precinct. Container trade through Port Botany is expected to double by 2025 while the Sydney Airport Masterplan predicts passenger movements will grow from 32 million per annum in 2007 to 79 million by 2029. The M5 Motorway corridor, providing an important link to the Sydney Airport–Port Botany precinct is already operating near capacity, with peak hour vehicle trips anticipated to increase by over 50 per cent by 2036.
Managing congestion
As with any large city undergoing population and economic growth, Sydney's road network experiences congestion. Congestion is a major drag on the economy, and is estimated to have cost Sydney around $3.5 billion in 2005. It is forecast to cost $7.8 billion by 2020 if left unchecked.

Since 1995, travel speeds on seven major routes across Sydney have remained fairly consistent in the face of traffic growth on these routes of about 27 per cent, along with population growth of about 20 per cent over the same period. Maintaining this performance will become increasingly challenging.

A range of strategies is needed to manage congestion. While road network improvements and management tools such as the ‘Pinch Point’ Program and Public Transport Information and Priority System (PTIPS) will be needed, measures such as jobs closer to home and encouraging greater public transport use will also need to play a role.

Achieving environmental and health benefits
Transport accounts for almost 20 per cent of Sydney’s energy-related greenhouse gas emissions, with the majority generated by road transport. Reducing kilometres travelled by private vehicles and encouraging public transport use are therefore important sustainability objectives. Private car travel not only contributes to air pollution and greenhouse gas emissions; it can also discourage an active lifestyle and contribute to obesity.

Future transport planning will need to adapt to the impacts of climate change and the requirements of a low carbon economy. The possibility of declining oil supplies, higher energy prices and the growth of new fuels and technologies also requires consideration.

Better planning will contain demand for road transport while cleaner, low emission taxis, buses and private vehicles will reduce climate change impacts. Greater public transport use, walking and cycling will also deliver climate change benefits as well as help address road congestion. A transport response to climate change needs to consider ways to increase walking and cycling and the share of trips on public transport.
The Metropolitan Transport Plan, released in February 2010, is a 10-year funded package of measures to enhance Sydney’s transport network. The infrastructure and service initiatives within the Plan have been prioritised for delivery in response to strong population growth, existing capacity issues on the road and public transport networks and the need to facilitate equitable access to jobs, education, hospitals, other services, goods and facilities.

Major projects to be delivered over the Plan’s ten years include:

- the Western Express Program, providing new express train services from Richmond, Penrith, Blacktown and Parramatta, incorporating the City Relief Line to provide a new line through the CBD from Redfern to Wynyard
- the South West Rail Link, from Glenfield Station to Leppington
- commencement of the North West Rail Link, from Epping to Rouse Hill
- better bus connections through 1,000 growth buses and continued rollout of bus priority measures
- an expanded light rail service, from Dulwich Hill and through the CBD
- an expanded cycleway network
- road upgrades including widening of the M5 and M2 Motorways, rollout of a motorway management system and implementation of the Pinch Point Program to relieve bottlenecks, and
- improvements to the Port Botany rail freight line and the Botany and Enfield rail yards
ACTION C1.1
Deliver the rail expansion projects and road upgrades outlined in the Metropolitan Transport Plan to provide additional capacity across the transport system

RAIL PROJECTS

The completion of Rail Clearway projects under the Metropolitan Transport Plan will provide additional paths and capacity on the network. The recently completed $436 million Cronulla Line upgrade has delivered service improvements on the Illawarra, Eastern Suburbs and South Coast lines. Other Rail Clearways projects are under construction—including the Richmond line duplication and the Kingsgrove to Revesby quadruplication—and will enable similar service improvements to be made.

The Western Express will deliver six additional rail services an hour and travel time savings of between 5–10 minutes to residents in the heart of the North West Growth Centre and those using the Richmond Line to commute to Parramatta and Central Sydney. Faster and more frequent services will also be provided on the Western Line for residents of Penrith, Blacktown and Parramatta.

The Western Express Program, when combined with the duplication of the Richmond Line—currently underway as part of the Rail Clearways Program—will increase services from Schofields in the North West Growth Centre from two to eight per hour during the peak.

The core of the Western Express Program is the additional capacity delivered from a new line through the CBD where the rail network is most constrained. Eight new CBD platforms at key nominated stations including Railway Square and Wynyard will free up capacity across the whole of the network.

The North West Growth Centre and nearby established centres such as Castle Hill and Norwest Business Park will be served by the North West Rail Link, with frequent services in the peak to key centres on the Global Economic Corridor including Macquarie Park, Chatswood and Sydney CBD. The North West Rail Link will also provide traffic relief to the Harbour Bridge and northern CBD lessening reliance on car and bus services from North West Sydney along the M2 corridor.

The South West Growth Centre will be served by the new South West Rail Link providing frequent services in the peak to key employment centres in Liverpool, Sydney CBD and the Sydney Airport precinct.
MANAGING THE ROAD NETWORK
The Metropolitan Plan commits to managing demand on the road network through Pinch Point Programs, traffic management measures, improved public transport and investment in strategic road upgrades including widening the M2 and M5 motorways. Modelling indicates these improvements will reduce congestion.

The Metropolitan Transport Plan’s public transport enhancements will play a key role in managing road demand. Building on the 90 km of bus lanes already in place throughout Sydney, further bus priority measures will be implemented to improve the reliability and travel times of bus services.

**ACTION C1.2**
Continue to roll out buses focusing on connections between centres and ensuring greater proximity to public transport for more of Sydney

Buses play a crucial role in connecting people with places and maintaining a fully integrated transport network. They are well placed to service more dispersed environments and play a key role in reducing inequality by helping ensure that more people are within close proximity to the public transport network.

Buses, particularly those on the Strategic Bus Corridors, will continue to provide important cross regional links between Regional Cities and Major Centres. An important priority will be servicing new markets within the Growth Centres and the Western Sydney Employment Area and prior to completion of rail expansion projects.

The Metropolitan Transport Plan commits to delivering faster, more frequent and more reliable bus services with 1,000 additional buses over 10 years. The first 200 of these are currently being rolled out across Sydney. The expansion of the successful Metrobus concept is continuing, with 13 Metrobus services to be in operation by mid 2011.

Metrobuses are highly visible and run seven days a week, with a 10 minute frequency during peak periods, every 15 minutes during the weekday off-peak, and at 20 minute intervals in the evenings and on weekends. The expanded network, incorporating a strong focus on connections to Parramatta, will include:

- M41 between Hurstville and Macquarie via Burwood
- M60 between Parramatta and Hornsby via Baulkham Hills
- M61 between Castle Hill and Sydney CBD via Baulkham Hills
- M90 between Liverpool and Burwood via Bankstown
- M91 between Hurstville and Parramatta via Bankstown
- M92 between Sutherland and Parramatta via Bankstown

We will continue to implement the Strategic Bus Corridors identified in the Unsworth Review of Bus Services (2004) and implement new corridors to respond to emerging needs. Building on the corridors listed in the Metropolitan Transport Plan and based on further analysis and refinement—the short term priority corridors will be:

- Mt Druitt to Blacktown
- Hornsby to Chatswood
- Chatswood to Burwood
- Bondi Junction to Miranda via Randwick, Airport and Brighton Le Sands
- Miranda to CBD via Kogarah

In the medium term, priorities will include:
- Hurstville to Macquarie Park via Olympic Park and Rhodes
- Burwood to Bondi Junction via Green Square
- Terrey Hills to CBD via Frenchs Forest
- Campbelltown to Liverpool via Leppington
- Blacktown to Castle Hill via Norwest
- Castle Hill to Parramatta
- North West Growth Centre to South West Growth Centre via the Western Sydney Employment Lands

These bus network enhancements will be underpinned by a fleet acquisition program to provide environmentally friendly, accessible and air conditioned buses, and bus priority measures to improve travel times and reliability. Additional depots and layover space to accommodate the growing fleet and ensure efficient operations will also be provided.
OBJECTIVE C2
TO BUILD ON SYDNEY’S STRENGTHS BY FURTHER INTEGRATING TRANSPORT AND LAND USE PLANNING AND DECISION-MAKING TO SUPPORT INCREASED PUBLIC TRANSPORT MODE SHARE

The Metropolitan Transport Plan initiatives provide an opportunity to focus urban renewal efforts where there is existing and planned capacity. Historically, residential development has concentrated around Sydney’s tram and rail networks. Densities were, and remain, highest in inner city areas and along the coastal strip. The greatest concentration of high public transport mode share is in suburbs within close proximity of railway lines and generally within 10km of the Sydney CBD such as Ashfield, Strathfield, Burwood, Kogarah and Hurstville. In Western Sydney, areas near train stations and centres such as Parramatta, Westmead, Blacktown, Mt Druitt and their immediate surrounds also record the highest public transport mode share. Urban renewal will be accommodated in centres and corridors where there is existing transit capacity and in corridors that will benefit from capacity increases in the medium to longer term.

Attention should also be focused on areas with a propensity for public transport use, low housing densities and the potential for increased public transport capacity. Areas that may be considered in the short term include the Green Square Town Centre on the Airport Line and sections of the East Hills and Western Line (Granville). In addition, ample capacity in the contra-peak direction will support jobs and renewal in the regional cities of Parramatta, Liverpool and Penrith.

In the short to medium term, enhanced bus services, the South West Rail Link, the Western Express and the Parramatta–Epping Rail Link will unlock capacity and new renewal opportunities across the public transport network. The Western Express project, for example, will provide the opportunity for significant renewal along the Western Line around Mt Druitt and Granville, and improve access to Regional City jobs in both the peak and contra-peak directions. In addition, increased services on the East Hills Line and further improvements to bus services will also continue to support the regeneration of Redfern Waterloo.

To support Sydney’s planned population and employment growth, the public transport system will continue transitioning from a radial system focused on the CBD, to providing greater cross regional travel and connections between regional cities and Major Centres. Providing a strong focus on growth centres and areas such as Western Sydney will ensure an equitable and accessible city.

The transport system also needs to adapt to changing travel needs including the growth in non-work trips, the needs of an ageing population and servicing those whose journeys serve multiple purposes.
ACTION C2.1
Ensure subregional housing and employment targets are informed by analysis of current and planned public transport capacity availability

The Department of Planning has based targets for employment and housing on a range of criteria including consideration of transport capacity. The Department and Transport NSW will continue to work to ensure that housing and employment targets are aligned with the additional public transport capacity forecast to become available over time. The initial corridor analysis underpinning this work needs to be further refined and additional tools developed to assist the task. Targets will be updated every five years as part of the review of the Metropolitan Plan in light of new demographic and transport data.

ACTION C2.2
Develop modal strategies including rail, bus, walking and roads to respond to growth in demand

Given the complexity of the rail network and its central role in meeting transport needs and guiding transit-oriented development, a long-term strategy for rail is vital to inform decision-making and ensure rail infrastructure and investment is maximised. Beyond the major expansion projects delivered through the Metropolitan Transport Plan, we will plan to identify how the rail network can be further enhanced and transformed to cater to long-term growth. We will build on advancements in train technology and other areas, to investigate options to ensure that our rail network is best placed to efficiently and effectively cater to the needs of a growing population and global city well into the future. The delivery of planned improvements will be set out in the modal strategy for rail.

The ongoing significance of travel by road, including bus travel, necessitates development of long-term strategies for these modes as well. Buses, supported by bus priority measures, will play a particularly important role in ensuring radial links into centres and a ‘networked’ city for the future. Bus corridors for consideration for the longer term will include:

• Penrith to Campbelltown via Bringelly
• Bringelly to Blacktown via Western Sydney Employment Area
• Liverpool to Olympic Park
• Parramatta to Burwood via Olympic Park
• Parramatta to Bankstown Airport.
BERALA STATION

RHODES AND SYDNEY OLYMPIC PARK
OBJECTIVE C3
TO ENSURE A TRANSPORT SYSTEM THAT SUPPORTS PRODUCTIVITY THROUGH ACCESS TO JOBS, THE EFFICIENT MOVEMENT OF FREIGHT AND EFFECTIVE ECONOMIC GATEWAYS

We can reduce the need for long trips and the number of cars on Sydney’s roads by locating more jobs closer to home and/or near public transport nodes. Delivering the rail expansion projects in the Metropolitan Transport Plan, along with rail clearways projects, will ensure the North West and South West Growth Centres are serviced by a heavy rail network connecting to major employment centres.

More immediately, buses will continue servicing key corridors and connections to employment centres. For non-centre based employment, the opportunity to develop employment hubs and devise bus servicing strategies better suited to the types of jobs in dispersed locations needs to be explored.

Upgrades to the road network along key economic corridors will assist movement of freight, the distribution of goods throughout Sydney and access to our economic gateways such as the Sydney Airport–Port Botany precinct. Technology and other traffic management measures will continue to play a role in optimising available road capacity.

However these measures need to be supplemented by other strategies. For example, the available evidence indicates people are more likely to catch public transport than drive to work if parking at their end destination is in short supply. Workplace travel planning, provision of commuter car parks at train stations, and cycleways and related facilities can also assist to encourage a switch from car travel.

The Metropolitan Transport Plan measures to increase the rail mode share of containerised freight from Port Botany include development of dedicated freight routes and infrastructure enhancements to make it easier for passenger and freight trains to share the same track and the establishment of intermodal terminals in Western Sydney. The growing freight task will be supported by strategies to encourage mode shift to public transport, maximise road network capacity, and develop intermodal facilities.

ACTION C3.1
Develop a 25 year freight strategy to support the growing freight task and a productive economy, focusing on initiatives to get more freight onto rail

Upgrades to the road network along key economic corridors will assist the movement of freight, the distribution of goods throughout Sydney and access to economic gateways such as the Sydney Airport–Port Botany precinct. Technology and other traffic management measures will continue to help optimise available road capacity. However, it will also be necessary to move more freight onto rail and identify infrastructure and other measures needed to facilitate this objective.

A long-term freight strategy will set out the suite of projects and measures needed to ensure the transport system is able to accommodate and respond to the growing freight task into the future.
**ACTION C3.2**

Prepare a Metropolitan Parking Policy

The Department of Planning and Transport NSW will work together to prepare a Metropolitan Parking Policy. The first priority will be to focus on key centres commencing with the City of Sydney under the Memorandum of Understanding, Regional City Transport Strategies with Parramatta, Penrith and Liverpool City Councils will consider appropriate means to manage parking in order to support public transport use. This will help to achieve NSW State Plan targets for use of public transport in these centres. In the longer term, the Metropolitan Parking Policy will introduce a consistent set of principles for parking across Metropolitan Sydney.

**ACTION C3.3**

Work with the Federal Government to deliver nationally significant transport infrastructure

In August 2010, the Federal Government announced a $2.1 billion contribution towards the construction of the 14 km Parramatta to Epping Rail Link. This will strengthen Parramatta’s role as a Regional City and provide stronger links to Macquarie Park for people in Western Sydney. It will also strengthen the corridor between two key employment centres for the West and North West.

The NSW and Federal Governments are also working together to identify and progress a suite of improvements to the Northern Sydney Freight Corridor to provide greater access and certainty for freight trains on this key interstate connection which is shared with passenger trains.

The Container Freight Improvement Strategy is another initiative with potential to benefit from Federal Government input; it is therefore the subject of a submission to Infrastructure Australia. It proposes duplication of the Port Botany to Cooks River Freight Line, other infrastructure works to improve the efficiency of transporting freight by rail, and planning for increased intermodal terminal capacity in Western Sydney. This project will contribute significantly to improved access to key national economic gateways by taking freight off the road network and providing a direct and efficient link via dedicated track to distribution points in Western Sydney.
While the role of, and challenges facing, our city centre and global cities are different, ensuring that they are connected and accessible is vital.

**ACTION C4.1**

**Improve access to, through and within Sydney’s city centre in partnership with the City of Sydney Council**

The Sydney CBD’s critical role as the financial, economic and cultural hub will continue into the future, generating increased transport demand in an already busy precinct. Consistent with the Metropolitan Transport Plan, the NSW Government and the City of Sydney signed a Memorandum of Understanding (MoU) in September 2010 aimed at supporting economic development, integrating transport networks and ensuring a city centre that is an attractive place to live, work and play.

Actions in the MoU will improve access to, through and within Sydney’s city centre, including:

- A series of practical short-term traffic measures to improve the way people and traffic move around the city centre
- A study into the preferred alignment for the Sydney Light Rail Extension between Circular Quay and Central Station, and
- A City Centre Access Plan, which will identify options to improve accessibility for the city centre over the long-term

**ACTION C4.2**

**Develop Regional City Transport Strategies for Parramatta, Penrith and Liverpool City Centres**

Transport NSW and the Department of Planning will continue to work with Local Government on Regional City Transport Strategies for Parramatta, Penrith and Liverpool City Centres. Regional cities are key centres for jobs, services and housing. The strategies will address future transport challenges and needs and ensure existing and future committed investment in transport supports targeted housing and employment outcomes. The strategies will be finalised in partnership with Parramatta, Penrith and Liverpool City Councils and will address mode share targets for regional cities under the NSW State Plan.
Along with an expanded public transport network and greater capacity, a range of initiatives can help make public transport more convenient, customer friendly and a more viable alternative to car travel. Light rail is an attractive and environmentally friendly form of public transport that will play a growing role for Sydney in future.

**ACTION C5.1**
Deliver the first stage of an expanded light rail network by extending the existing light rail from Lilyfield to Dulwich Hill to improve access between the Inner West and Pyrmont, Darling Harbour and the CBD; with the project incorporating a ‘greenway’, a shared pedestrian and cycle path and biodiversity corridor connecting Cooks River and Iron Cove.

Light rail is a modern, efficient and environmentally-friendly form of transport which has been operating in Sydney between Central Station and Wentworth Park since 1997 and to Lilyfield since 2000.

Extending the light rail from Lilyfield to Dulwich Hill via Lewisham West will improve public transport links between the Inner West and employment and recreational areas such as Pyrmont, Darling Harbour and the Sydney Fish Market. By linking key existing radial public transport routes, the extended light rail will improve links between the Inner West and other key centres, e.g. between Leichhardt and Bankstown or Burwood.

The extension will make use of a disused Government asset—a former goods rail corridor—and also includes provision of a complementary Greenway as part of the project. The Greenway is an integrated walking and cycling shared path and biodiversity corridor linking Iron Cove in the north with Cooks River in the south.

The 5.6km extension of the light rail from Lilyfield will include nine new stops designed to maximise accessibility within the area and integrate with existing public transport to maximise journey opportunities.

The new line will be fully accessible and provide fast and frequent services in a new orbital route through Dulwich Hill, Lewisham, Leichhardt and Lilyfield, before connecting to the CBD via Pyrmont and Darling Harbour. The extension to Dulwich Hill is anticipated to receive planning approval in early 2011 and be operational in 2012.
**ACTION C5.2**
Deliver the second stage of an expanded light rail network through an extension through the centre of Sydney to enhance accessibility and improve urban amenity within the city

The second stage of the expanded light rail network for Sydney will involve an extension from the southern end of the city into the heart of the CBD helping to enhance urban amenity and make it easier to move within the city.

It will also provide an opportunity to improve the efficiency and legibility of bus operations in the city and facilitate the creation of a more vibrant and liveable city centre by reducing bus congestion, enhancing pedestrian access and encouraging use of active and sustainable transport modes.

An evaluation of the optimal route for light rail in the CBD is underway, including the complementary changes to the traffic system and bus operations required to support the implementation of light rail. Once the route is confirmed, an environmental assessment process to extend light rail into the CBD will follow in 2011. Such a route would be designed to allow for possible further light rail extensions in the future.

**ACTION C5.3**
Implement the bus priority program and other measures across key bus corridors to improve reliability and travel times

During the peak, buses carry approximately 50 seated passengers, occupying significantly less road space than 50 cars carrying one passenger each. In the morning peak, the bus lane on Sydney Harbour Bridge takes more people to the city than all the city bound lanes combined. The focus going forward will be on using technology such as PTIPS to give late running buses more ‘green light time’ and improve their reliability, and to focus other treatments on corridors where they are most congested.

Bus priority measures can make bus travel times more reliable. Implementation should focus on measures that efficiently deliver the most improvement across the network and at key pinch points.
**ACTION C5.4**
*Deliver an electronic integrated ticketing system for the metropolitan public transport network by 2014*

The successful introduction of *MyZone* in April 2010 has made travel easier, simpler and fairer. It reduced the number of fare bands across the greater Sydney network and at the same time ensured almost 94 per cent of all journeys were cheaper or the same price. *MyZone* rewards frequent public transport users and introduced a more integrated ticketing product called *MyMulti* for use on all modes of transport. Also, new tickets for bus travel were introduced so private bus customers could use the same ticket—at the same price—as government bus customers.

In May 2010, the NSW Government announced it had signed a contract to deliver a proven, efficient, highly reliable and modern smartcard ticketing system. The system will be comparable to London’s *Oyster* card. Customers will no longer need to queue for tickets on a daily or weekly basis. The system will be fully tested and operational across government and select private bus services, government ferries and trains in the second half of 2014. Eventually, *MyZone* paper-based tickets will be phased out.

When a customer tags on and tags off at a smartcard reader or gate their fare is calculated and the cost of it is deducted from money stored on the card. They will be able to top up the card online, by automatic deductions from a linked bank account or credit card, or load cash through retail outlets.

The NSW Government does expect light rail to be part of the new system and discussions between the privately owned light rail operator and Transport NSW have begun.

**ACTION C5.5**
*Ensure coordinated timetabling across rail, bus and ferry services and implement the Mode Interchange Program to improve the customer experience*

The creation of Transport NSW centralises planning and coordination across the public transport network, providing more opportunity to align timetables across modes and connect services to better meet passenger needs.

In addition, the Metropolitan Transport Plan commits $400 million over 10 years towards the Mode Interchange Program to ensure transport interchanges are well designed, promote coordination of services and provide good passenger facilities including accessible information.

**ACTION C5.6**
*Upgrade the 131 500 passenger information system to provide improved access to up to date service and network information*

During 2010, Transport NSW entered into a new contract for the provision of the 131 500 passenger information system. This will progressively enhance information services to help passengers plan their trips and readily access up to date information about the network.
Available data indicates bicycle use is growing rapidly in inner Sydney. The Household Travel Survey shows bicycle ownership is rising rapidly. A 2009 ABS survey indicates 1.3 per cent of commute and 2.6 per cent of non-commute trips in Sydney are by bicycle.

The NSW BikePlan—a Metropolitan Transport Plan commitment—was launched in May 2010. It commits $158 million over 10 years to fill gaps in Sydney’s network of cycleways. State and local governments are now using more traditional project appraisal and cost-benefit approaches—usually reserved for larger infrastructure projects—to demonstrate the value of initiatives that encourage cycling. With relatively low costs and good benefits including health, reduced road congestion and more space on public transport, there is growing evidence to support such investment.

Work Place Travel Plans involve measures to meet the specific transport needs of businesses and their employees, while reducing reliance on cars. They can include measures such as the bulk purchase of public transport tickets at discount rates, secure cycle parking at work and car sharing schemes.

Government offices, hospitals and universities will be an initial focus for work place travel planning including. Work Place Travel Plans are also beneficial for businesses of varying sizes with an increasing number of development applications for major projects including commitments to prepare and implement these plans.

The Premiers Council for Active Living, which includes senior representatives from across Government, industry and the community sector has released a brochure on Work Place Travel Plans and includes case studies and resource material to assist plan preparation. (visit www.pcal.nsw.gov.au).
ACTION C5.9
Work with the Premier’s Council on Active Living to deliver a walking strategy

The Household Travel Survey shows over two-thirds of trips between one and two kilometres are undertaken by car and less than a quarter by walking.

There is enormous opportunity to encourage people to switch from cars to walking or cycling for these shorter journeys where appropriate. It would free up road space, improve congestion and air quality, and deliver considerable health benefits.

Providing increased opportunities for, and accessible information about, walking and cycling can increase the likelihood of people choosing ‘active’ transport and incorporating it into their lives.
Transport projects are delivered over long periods with planning and development often starting years in advance. Protecting key corridors is a critical part of the planning process to provide certainty and prevent development for other uses. COAG’s national criteria for strategic planning of capital cities emphasises the importance of identifying and protecting corridors.

To implement Metropolitan Transport Plan projects, transport corridors across the metropolitan area need to be protected. Transport NSW will continue working with the Department of Planning to identify corridors for statutory protection under State Environmental Planning Policy (Infrastructure) 2007. Medium and long-term corridors identified for transport purposes under the Metropolitan Plan are:

- North West Rail Link corridor (and North West Rail Link extension)
- City Relief Line corridor
- Haymarket to Circular Quay light rail corridor
- Westmead to CBD corridor
- M5 East duplication corridor
- M4 East corridor
- F3—M2 corridor

Statutory protection will flow through to local environmental planning instruments as councils undertake their community strategic plans and update their comprehensive Local Environmental Plans.

Other corridors will also be investigated—in consultation with the community—for their potential to provide connections to key patronage generators, shape future growth and facilitate urban renewal.

A number of long-term future corridors have been identified in the Metropolitan Transport Plan for investigation including the Outer Sydney Orbital servicing Western Sydney and linking to the Central Coast and further enhancement to the dedicated rail freight network.

Into the future, the possibility for very fast rail links to connect Sydney with its regions and with Melbourne and Brisbane warrant consideration. The NSW Government will assist the Federal Government in its recently announced investigations into this initiative.

In the longer term, transport corridors will need development to cater to travel demand and growth. Investigation of where these future corridors might be—and the opportunities they present to shape Sydney, ensure it remains compact and focus urban renewal—needs to commence in the short to medium term.

Transport NSW will provide an integrated approach to multi-modal analysis of future corridors in collaboration with the Department of Planning to achieve the integration of land use and transport needed for the sustainable growth of Sydney’s population and economy. These corridors may include:

- CBD to Malabar corridor
- Macquarie Park to Hurstville via Sydney Olympic Park or Burwood
- Parramatta to Hurstville via Bankstown, including a major new north–south link through Parramatta connecting with the Parramatta to Epping Rail Line
- a long-term Outer Sydney Orbital road serving Western Sydney and linking to the Central Coast
- Western Sydney freight corridor
- improved Bells Line of Road corridor, and
- very fast rail links connecting Sydney and its regions with Melbourne and Brisbane.
**ACTION C6.1**
**Identify and protect key corridors for future expansion of the transport network**

Corridors required to support identified Metropolitan Transport Plan projects require protection. While other corridors relate to projects outside the Plan’s 10 year funding envelope, their importance to future growth necessitates corridor protection now.

**ACTION C6.2**
**Identify for further investigation corridors with long-term potential**

Future corridors offer the opportunity to unlock urban renewal potential in established areas and further increase the proportion of people living within close proximity to their workplaces. They will also address cross regional journeys between employment centres as well as links to major activity centres such as health and education precincts. It is likely the role of public transport in these corridors would need to change over time in response to growth in demand.