



A New South Wales
Government initiative



Action for Transport

2010

an INTEGRATED TRANSPORT PLAN for

Sydney



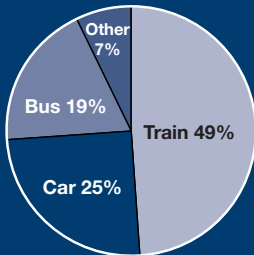
MILLENNIUM TRAIN



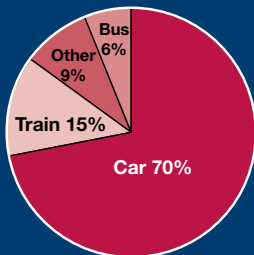
NEW CNG BUS

Making the right choices for Sydney

How Sydney gets to work

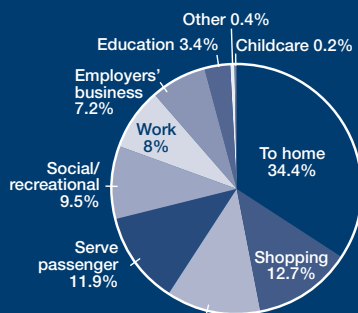


Sydney CBD 1996

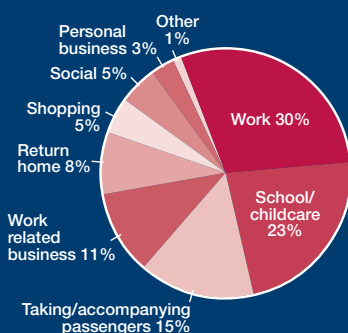


Sydney 1996

Why Sydney is travelling



Over the whole day



During the morning peak

CARL SCULLY, Minister for Transport and Minister for Roads writes...

Good quality roads and a good public transport system are the life blood of Sydney, Australia's largest city. We all rely on buses, trains, ferries, taxis and private cars to get to work, school, sporting and arts events, shops, hospitals and to visit family and friends.

Sydney's population has continued to grow but so has our car use. Public transport use has also continued to increase, but car use is growing faster, threatening air quality.

If we continue at this pace our air quality will deteriorate, affecting our lives and those of our children and grandchildren.

\$300 million a year construction program

The current CityRail system is one of the world's most reliable and convenient, but it will need further improvements to meet the needs of our growing population. *Action for Transport 2010* builds on our achievements and outlines the next steps to be taken.

The Plan shows that Western and North Western Sydney are areas poorly serviced by public transport. The Plan outlines two stages of construction for new rail, light rail, rapid bus only transitways and cross regional bus services. Stage One projects will be completed by 2010. The NSW Government will fund new rail projects with an average annual budget of \$300 million per year over the next 12 years. Rapid bus only transitways will be funded from the annual urban roads budget.

Less pollution, more jobs

The State Government is committed to the continued public ownership of CityRail, CountryLink and the State Transit Authority bus and ferry services. These will be maintained at a high standard by purchasing state-of-the-art rolling stock and ferries.

The completion of the rapid bus only transitways, Stage One of the rail construction program and the Sydney Orbital road will:

- Cut air pollution and protect our environment.
- Redress the current imbalance in the road and public transport system.
- Create more than 28,000 construction jobs in NSW.

- Provide better public transport connections in areas currently being revitalised with new housing.
- Establish better links to education centres and hospitals.
- Invigorate business development, investment and job creation throughout the metropolitan centres.

Stage Two, post 2010, construction projects are linked to forecast population growth in the Northern Beaches, Eastern Suburbs and the North West.

State Government long term commitment

NSW is the most populous State with the biggest economy in Australia. Sydney is the largest city and number one gateway for international visitors. Our road and rail network provides the link between Queensland and Victoria and is the key destination for freight along the eastern seaboard.

NSW Treasury has approved the level of expenditure required to fund the State Government's projects to 2010 including on average \$300 million per year on new rail projects. The Government will ask the Federal Government to meet their responsibilities to the people of NSW and fund road and rail projects of national importance.

Our growing urban population, expanding tourism and freight markets will mean that many significant projects need to be completed before 2010. For some projects this will only be possible with Federal financial assistance.

Completing these works will enable us to meet our needs well into the 21st century, make travel throughout NSW modern, affordable, safe, efficient, accessible and leave a better environment for our children.

Carl Scully MP
MINISTER FOR TRANSPORT
and MINISTER FOR ROADS

Making the right choices for Sydney

The challenges we face

In 1996 Sydney's population reached 3.9 million. Between 2011 and 2016 it will reach 4.3 million. Our population is ageing and household sizes are decreasing, creating the need to build more homes. Sydney's outer suburbs now account for more than 50% of the city's population with more growth expected.

Between 1981 and 1996 employment in financial, property and business services grew by 88% while manufacturing declined by 30%. The increase in part-time and casual jobs and the number of women in the workforce has been significant. Employment growth has centred around North Ryde, Chatswood and Parramatta and outer Sydney suburbs yet these areas are poorly served by good access to public transport.

Reducing traffic congestion

Between 1981 and 1991, Sydney's population grew by 12% but this was overtaken by the growth in car ownership (up 14%) and car use (up 20%). There are 4.1 million vehicles on NSW roads with 50% in Sydney. By 2021 there will be an extra 1 million cars registered. Public transport must be used more to reduce traffic congestion and improve our air quality, but this cannot occur without substantial improvements to our public transport system.

Improving air quality

Sydney's air quality is under threat from pollution from more cars travelling further. Several times over the past decade concentrations of ozone and nitrogen dioxide in the Sydney region have exceeded National Health and Medical Research Council standards. Photochemical smog and fine particle pollution caused by vehicles must be reduced to prevent worsening air pollution.

Reducing greenhouse emissions

Transport accounts for 14% of Australia's greenhouse gas emissions and is the most rapidly growing source. This growth must be slowed if Australia is to meet its international commitments to help prevent dangerous interference with the world's climate.

Increasing public transport use

There has been a rise in the percentage of people travelling to work by car, despite an absolute increase in the numbers of people using buses and trains. In addition public transport has not kept pace with Sydney's growth. Many parts of Western Sydney still lack an effective and reliable integrated public transport system.

Expanding CityRail capacity

Each working day CityRail carries more than 850,000 passengers on the Sydney rail network. By 2006 Sydney's population growth will mean that the CityRail network will reach capacity. The current CityRail network will need to be upgraded and extended to cope with passenger growth.

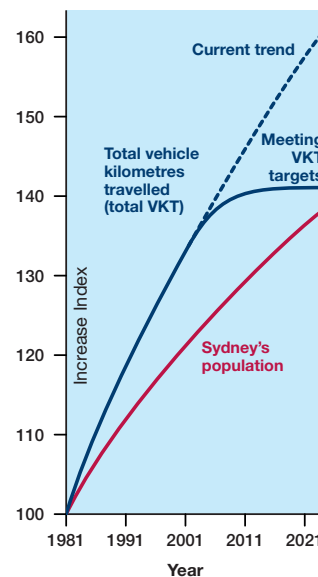
Making freight more competitive

Freight movement is often hampered by traffic congestion and delays, resulting in higher costs for business. The road system must be made to work for freight and commerce, while a priority rail freight line through Sydney is essential to provide a reliable service for business.

Improving road safety

In 1997, 212 people were killed and 2977 seriously injured on Sydney roads. The toll on families, medical services, insurance premiums and the economy remain unacceptably high. We must continue to target the major killers – speeding, drink driving, the non-use of

More people, but even more cars

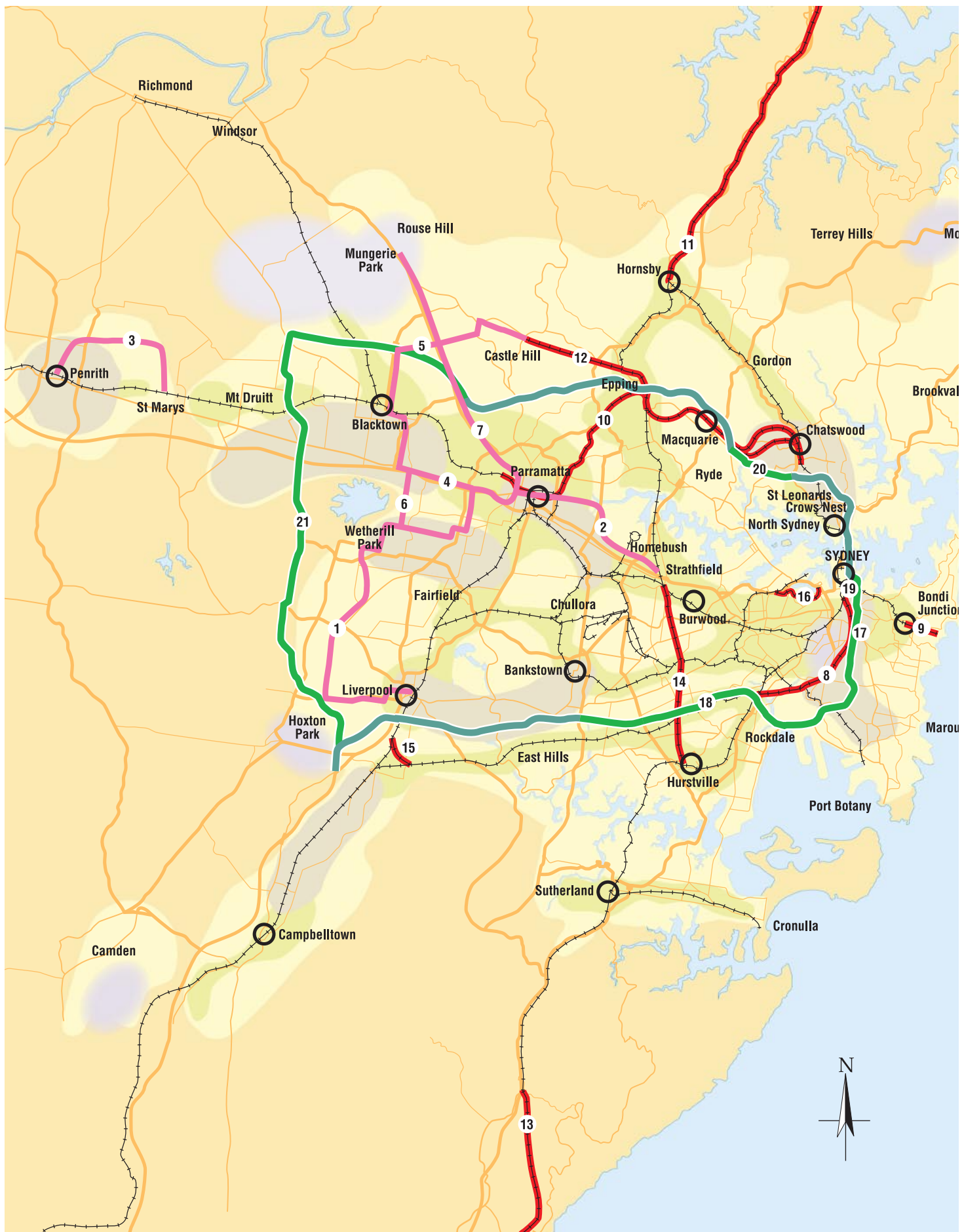


By meeting the targets in the NSW Government's *Action for Transport 2010* and *Action for Air* growth in vkt can be halted.

10 point action plan for Sydney

1. Getting the best out of the Sydney system
2. Improving Sydney's air quality
3. Reducing car dependency.
4. Meeting the needs of our growing suburbs.
5. Getting more people on public transport
6. Safeguarding our environment
7. Making space for cyclists and walkers
8. Preventing accidents and saving lives.
9. Making freight more competitive
10. Giving the community value for money.

Major new roads, railways and bus only transitways by 2010



Major new roads, railways and bus only transitways by 2010

Year in brackets is the completion date.

Projects underlined are under construction or under development.

Rapid Bus Only Transitways

- ① Liverpool to Parramatta (2003)
- ② Parramatta to Strathfield (2002)
- ③ St Marys to Penrith (Stage 1 2003)
(Stage 2 2008)
- ④ Parramatta to Blacktown (2004)
- ⑤ Blacktown to Castle Hill (2009)
- ⑥ Blacktown to Wetherill Park (2006)
- ⑦ Parramatta to Mungerie Park (2010)

Heavy Rail

- ⑧ Airport Line (2000)
- ⑨ Bondi Beach Railway (2002)
- ⑩ Parramatta Rail Link to Epping and Chatswood (2006)
- ⑪ Hornsby to Newcastle High Speed Rail
(Stage 1 to Wamervale 2007)
(Stage 2 to Newcastle work to start by 2010)
- ⑫ North West Rail Link Epping to Castle Hill (2010)
- ⑬ Sutherland to Wollongong High Speed Rail (2010)
- ⑭ Hurstville to Strathfield Railway
(To start by 2010 and be completed in 2014)
- ⑮ Liverpool Y Link
(Work to start by 2010)

Light Rail

- ⑯ To Lilyfield (2001)

Road Improvements

- ⑰ Eastern Distributor (2000)
- ⑱ M5 East (2002)
- ⑲ Cross City Tunnel (2004)
- ⑳ M2 to Gore Hill (2004)
- ㉑ Western Sydney Orbital (2007)

KEY

- Major centres
- Rapid Bus Only Transitways
- Sydney Road Orbital – existing sections
- Sydney Road Orbital – future improvements
- Rail improvements prior to 2010
- Existing urban areas
- More housing in areas of high employment, major centres and close to rail lines
- Large economic development and employment areas
- Developing and potential residential areas

**MORE THAN 28,000
JOBS WILL BE CREATED**
in New South Wales by
the transport construction
projects outlined in
Action for Transport 2010.
Many more jobs will
occur as a result of
improved access to
markets and lower
transport costs.

Together we'll get you there

SYDNEY HAS ONE of the largest and best public transport systems in the world, providing excellent value for money. But the network has been outgrown by rapid urban development and overtaken by car use.

CityRail

Rail moves large numbers of people quickly over relatively long distances to major employment and shopping centres. CityRail and the Rail Access Corporation provide one of the world's largest and best commuter rail networks with eight lines and 301 stations covering 2060 kilometres of track; 1503 carriages providing more than 2200 services every day; moving more than 850,000 passengers every working day.

Sydney Buses

Sydney Buses is the city's major bus operator with services extending north to Palm Beach, west to Lidcombe, south to Miranda and La Perouse and east to Bondi and Watsons Bay. Sydney Buses has a fleet of 1550 buses and has recently been investing in new low emission compressed natural gas vehicles. By 2000 the fleet will include 500 low floor, easy access, buses.

Private buses

Large parts of Sydney, especially in the West, are serviced by private bus companies. They run more than 2000 buses on 355 routes, including new innovative services such as the M2 express. As the private fleet is upgraded, 20 low floor accessible buses are currently being trialed in Western Sydney.

Ferries

Harbour ferries, RiverCats and JetCats run between Circular Quay and 28 wharves as far afield as Parramatta and Manly. The Sydney Ferries fleet was expanded in 1998 with the purchase of two new HarbourCat ferries.

Light rail

The Sydney Light Rail operates a 24 hour, 8-15 minute frequency service on a 3.6km line between Central Station and Pyrmont. On week days it carries an average of 5000 passengers. By 2001 the service will be expanded through the Inner West to Lilyfield.

Taxis

Taxis provide greater flexibility in meeting the needs of individual travellers. Sydney has over 4400 taxis with 18,000 authorised drivers, carrying 269,000 passengers each day. By the 2000 Sydney Olympics an additional 500 taxi licences will be released – 400 will be for wheelchair accessible taxis and 100 peak availability licences to meet customer demand during the afternoon driver changeover.

Affordable fares

CityRail ticket prices are as competitive as any in the world. They offer excellent value for the distances travelled.

Weekly Fare Comparison in A\$

