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The Big Ideas Plan for Sydney Transport

A 10,000 Friends of Greater Sydney Production

This Big Ideas Plan focuses on challenging actions and major projects to deliver a progressively improving transport system for Sydney

A clear Vision of where we want to be.

The Vision for Sydney is a **City of Cities** with major centres at the CBD, Parramatta and Liverpool and two or three others in the future - which will deliver work places, social and educational facilities closer to the community in the surrounding Region and make lower demands for movement and hence demand for transport.

Clear measurable Objectives are a first requirement

We must use transport infrastructure more intelligently to achieve the *City of Cities* Vision. We must focus on moving people and goods not just cars, buses and trains.

The Objectives to achieve this are -

1. Move overall transport mode split in Sydney by 5% towards public transport - from about 80% car and 20% public transport presently to 75% car 25 % public transport, over the next 10 years. But recognise this represents a 50% increase in public transport use which requires a 100% increase in overall capacity. And recognise that the shift is not uniform across the City with higher use of public transport around major activity centres (e.g. CBD currently about 80% public transport 20% car)
2. Set Levels of Service for road and rail appropriate to location - a higher level of service for roads around the City and around major centres than for centres themselves; a higher service frequency for rail to major centres and activity centres and lower for lower demand locations.

Strategic Actions to achieve Objectives

1. Set a Plan Vision for 40 years and reserve transport corridors, a 20 year Strategic Plan to deliver the Vision and a 10 year Action Plan to deliver the first elements of the Strategic Plan - review progressively over time.
2. Allocate Road Space and priority of movement on basis of people and goods movement - higher priority for light rail, buses and freight vehicles than for cars
3. Use road congestion charging to encourage the shift in mode and to provide funds for transport infrastructure - initially rationalise tolling on all Motorways to make consistent and equitable across all motorways/freeways.

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4. Give priority in funding to achieve the *City of Cities* and to attain the shift in mode split. Allocate funding to ensure all increase in accessibility to major centres specifically the CBD and then Parramatta is by public transport, cycling and walking with no increase in car traffic.

The Big Ideas Action Plan - do's and don'ts.

The highest priority big ideas to reverse the deteriorating trend - all do's - are:

1. **Double the capacity of the existing Rail network**

This can be delivered within 10 years by adopting the 10,000 Friends Rail Plan. See plan below. It involves converting many existing rail lines to higher frequency single deck train operation.



It requires completion of the clearways program for rail, upgrade of signalling to modern 21st century standards and purchase of readily available single deck carriages in lieu of double deck as each double deck set becomes due for replacement.

“No other city in the world attempts to run their entire metropolitan services with double-deck trains as Sydney does – so either the whole world is wrong or we are.”

This project makes the greatest contribution of all projects to promoting the *City of Cities* and delivering the shift in mode split towards public transport. It facilitates public transport to the CBD and reduces demand for buses in the CBD.

2. **Invest in Road infrastructure to facilitate the Bus Network especially in Western Sydney.**

Plan a comprehensive bus network focussed on delivering bus passengers to activity centres with a bus stop within 400 metres of 95% of residents. Increase priority to bus movement on roads and build bus lanes at constraint points in bus operation - deliver as a minimum bus travel time operation equivalent to car on road routes.

3. **Purchase buses to deliver minimum of 10 minute service on all Bus routes during peak hours and 20 minute service outside peak hours.**

4. **Build Fast Rail CBD - Parramatta - Penrith**

This can be achieved within 10 years by adopting the 10,000 Friends “*Why does Sydney need a new fast Metro to the West?*” plan.

This project would make the greatest contribution to transport for the growing Western Region. It would contribute to promoting the *City of Cities*, specifically Parramatta as Sydney's second CBD, and delivering the shift in mode split towards public transport.

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The project is viable for private sector financing with funding derived from tolling on the M4 as part of toll rationalisation below (all hypothecated to this project for the Western Region) and aided by a possible shift of \$2.1 billion Federal funds allotted to Parramatta-Epping Rail Link.

5. **Build Northern Relief Road Link across Hawkesbury River near Wisemans Ferry** - this project forms part of a future road link between Gosford and Newcastle and the Western Region of Sydney, Penrith, Camden and Campbelltown, a future M9. A bridge across the Hawkesbury River linked to existing roads each side of the River would provide a relief route to the F3 in times of break down, bushfire or other impedence to travel. The link is a viable private sector project with an automated bridge toll to repay cost.
6. **Develop and build express bus route Castle Hill to CBD via M2 shoulder** - pending completion of NW rail, project 11 below.
7. **Introduce equitable toll rationalisation progressively on key road routes (all Motorways) to encourage mode shift and fund infrastructure works.**- Adopt distance based tolling as on M7, make consistent and equitable across all motorways and freeways.
8. **Build the Western Road Bypass of the CBD** - The extends from the F3 Freeway to General Holmes Drive connecting the M2, M4 and M5 Motorways and providing a western bypass of the CBD freeing the CBD of traffic with destinations other that the CBD. It would accommodate much of the traffic presently traversing the Harbour Bridge enabling lanes 7 and 8 to revert to rail use. It can be funded at least in part as a private sector project with tolling similar to Sydney Harbour Bridge and Tunnel
9. **Upgrade Botany Rail Line** - to provide increased capacity for freight out of Port Botany and reduce demand for freight carriage by truck. Integrate with freight terminals in each region of Sydney, project 12 below
10. **Facilitate integrated ticketing and contactless smartcard ticketing**

Second priority - dos and don'ts - include

11. **Plan and build Rail to SW and NW Sectors** - but do not complete NW until capacity increased between Chatswood and CBD with conversion to single deck carriages, as route will be at capacity in 2013 and unable to accommodate more trains.
Review route to NW on basis of single deck trains.
12. **Plan and reserve areas for freight terminals in regions around Sydney and progressively build the terminals** e.g. Moorebank - plan rail freight extensions to these terminals.

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13. **Plan and reserve corridor to build light rail from CBD to Ryde** - Use new Iron Cove Bridge. Do not proceed with light rail to Dulwich Hill until review to ensure is a justified cost effective project and the best solution to provide public transport to this area.
14. **Plan and reserve corridor to build Parramatta - Macquarie Park** - but do not build Parramatta-Epping now as low demand and feed into capacity constraint Chatswood to CBD, The real demand for the future is a rail link between Parramatta and Macquarie Park which may go via Epping but may not. Transfer promised Federal funding to CBD-Parramatta Fast Rail
15. **Plan, reserve corridor and build in future Parramatta - Castle Hill Rail Link when demand dictates**
16. **Plan, reserve corridors for other rail links required within 40 years and build as demand dictates**
17. **Plan, reserve corridor and build M4 east in future** - but do not build before Western Road Bypass of CBD is completed as would deliver additional cars into traffic saturated CBD
18. **Plan, reserve corridor for increased capacity on M5 east and build in future** - but do not build before Western Road Bypass of CBD is completed as would deliver additional cars into traffic saturated CBD, Airport and Port Botany areas.
19. **Plan, reserve corridor for M9 Motorway connecting Gosford and Newcastle to Western Sydney, Penrith, Camden and Campbelltown and in due course linking to Wollongong and build in future when demand dictates** - first stage bridge over Hawkesbury River, project 5 above
20. **Review M6 road corridor and identify requirements for enhanced road connection to Captain Cook Bridge and otherwise plan for public transport link CBD to Airport and Cronulla** - reserve extension to existing corridor as route demands
21. **Plan and reserve existing corridor for quad-duplication of Rail from Wynyard to Chatswood** - Consider use of existing platforms at Wynyard and reinstating rail on lanes 7 and 8 of Harbour Bridge the need for which for road should be obviated by construction of the Western Bypass of the CBD, project 8 above. Do not build until Western Bypass of CBD is completed.
22. **Plan, reserve corridor for Rail Link to Mona Vale and build in future** - but do not build until rail capacity is increased across Harbour in 21 above

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10,000 Friends of Greater Sydney RAIL PLAN STAGE 1

