INDEPENDENT PUBLIC INQUIRY

SYDNEY’S LONG TERM PUBLIC TRANSPORT PLAN

About PIA

The Planning Institute of Australia (PIA) is the peak body representing professionals involved in planning Australian cities, towns and regions. The Institute has around 4,500 members nationally and around 1,300 members in New South Wales. PIA NSW plays key roles in promoting and supporting the planning profession within NSW and advocating key planning and public policy issues. This submission has been prepared on behalf of PIA NSW by members of the Institute.

INTRODUCTION

The Planning Institute of Australia, NSW Division (PIA NSW) is pleased to have the opportunity to provide a submission to the Independent Public Inquiry – Sydney’s Long Term Public Transport Plan. PIA NSW understands that the goal of the Inquiry is to produce a Long Term Public Transport Plan for Sydney to inform decisions by future governments on priorities over the next thirty years. It is understood the comments and views expressed in submissions will help to prepare a Preliminary Report that will be released in December 2009 for public review and a final report will be released in Autumn 2010.

The focus of the Inquiry is on public transport in the Sydney region. However it is necessary to consider public transport in the context of transport generally as public transport is one component of the broad transport network.

PIA NSW is advocating strongly for better integration between land use planning and transport planning in NSW. PIA understands that the “Metropolitan Strategy” (City of Cities: a Plan for Sydney’s Future) released in December 2005 is due for five year review. PIA believes that the updated Metropolitan Strategy should integrate within it the revised “Centres Policy” (Planning for Retail and Commercial Development) currently being prepared by the Department of Planning; and the results from the “Transport Blueprint for NSW with a focus on the Sydney Metropolitan area” currently being prepared by the Department of Transport and
Infrastructure. In its submission on the proposed “Transport Blueprint”, PIA has suggested to the Department of Transport and Infrastructure that the results and recommendations of the subject Public Inquiry be taken into account in the preparation of the “Transport Blueprint”, such as in the form of specific plans and priorities for public transport. PIA NSW’s policy platform for better integration of land use and transport planning is the context for this submission.

This submission has been structured to present:

1. PIA’s Position on Integrated Land Use and Transport as set out in its National Position Statement

2. Broad Principles to be adopted in a Long Term Public Transport Plan for Sydney

3. The 3 key components of a Long Term Public Transport Plan for Sydney

4. The key messages that PIA would like to be considered

5. The actions that PIA believes must occur to improve public transport in Sydney

6. Conclusions and a timetable for implementation of specific tasks as part of a Long Term Public Transport Plan for Sydney.

1. Integrated land use and transport planning

PIA’s National position on “Integrated Transport and Land Use”¹ is summarised as follows:

- PIA supports integrated land use and transport planning which acknowledges that transport and development are not two separate things but two facets of the same challenge (i.e. transport is land use planning). Fundamentally, PIA supports an integrated planning and decision making framework where land use planning processes fully account for the transport implications and requirements of our towns, cities and regions. PIA supports transport planning and decision making that has due regard to the land use and development implications of these activities. PIA supports an integrated planning and decision making framework that considers cost effective and efficient and sustainable movement of people and freight, and a focus to reduce car dependency and subsequent emissions.

- PIA notes that all States, Territories, and the Commonwealth Government have collaborated to develop and endorse the National Charter of Integrated Land Use and

- **Transport Planning 2003** ². The Charter is designed to support existing and future planning mechanisms by providing a national commitment to a framework for sustainable, responsive planning, consistent decision making, and good design and management. Responsibility for its implementation now rests with each State, Territory and the Commonwealth governments and local governments will play a central role in land use and transport planning for local areas.

- *PIA will continue to lobby Commonwealth, State and Local Governments and Industry to ensure that processes are implemented to bring about greater land use and transport integration with consequent environmental benefits, for the betterment of Australia’s Cities, Towns and Regions*.”

The terms of reference for the Public Inquiry include:

(iii) *The expansion of public transport services and infrastructure, as well as cycle commuting infrastructure, over a 30 year planning horizon, taking into account existing transport accessibility problems and integration with future land use changes.*

In the context of PIA’s National Position on Integrated Land Use and Transport and PIA NSW’s policy platform for an Integrated Metropolitan Strategy, we would encourage a greater emphasis on the integration of (public) transport and land use planning, including land use changes in developed areas and future land releases. In this context PIA submitted to the NSW Department of Transport and Infrastructure that it should reframe the focus of its work on the “Transport Blueprint” to a “*Land Use and Transport Blueprint*”. This is not simply semantics but a necessary shift in the approach underlying the Government’s work.

In the context of terms of reference (iv):

*The most appropriate governance arrangements to guarantee the plan’s longevity to remove the negative impact of single term party politics and to optimise investments*

PIA submits that the NSW Government requires a fundamental structural change in the way transport (with land use) planning occurs. That change means a shift away from the current approach involving specific transport projects to one involving an analysis of the spatial relationships that exist, and are developing, between the cities and regions of the metropolitan area as a result of land uses and then configuring a transport system that supports those interactions. To this end, PIA has suggested in its submission to NSW Department of Transport and Infrastructure on the “Transport Blueprint”, the establishment of a single authority to plan, manage and govern land use and transport. The concept of a “Sydney Metropolitan Authority” is presented in section 4 – “Key Messages” - of this submission.

Transport exists because of land use and land use cannot exist without transport. In particular, high intensity land uses in our major cities such as Sydney cannot reasonably function without quality mass transit systems. Good quality, efficient and affordable transport systems, in

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particular public transport systems, are essential to support economic development and growth and to maintain healthy, sustainable and livable communities.


PIA believes it will be necessary for a Long Term Public Transport Plan for Sydney to be integrated with a general transport plan for the region such as the proposed “Transport Blueprint”. However, it is important that the needs of public transport as a service do not lose priority to the needs of private transport and commercial operations such as freight.

PIA suggests that the following specific principles and goals guide the development of a Long Term Public Transport Plan:

1. Address all of the tasks of public transport, such as:
   a. The efficient movement of people across and within the region
   b. Public transport infrastructure as a catalyst for growth
   c. Local access
   d. Supporting the livability of centres and communities
   e. Journey to work
   f. Journey to education
   g. Tourism, leisure & recreation journeys
   h. Business

2. Each of these tasks involves different functions, infrastructure and modes:
   a. bus
   b. heavy rail
   c. light rail
   d. metro rail
   e. ferries
   f. taxis
   g. cars - car sharing, park and ride
   h. cycling
   i. walking

3. A Long Term Public Transport Plan must identify and address the layers of infrastructure required for an integrated public transport system generally in the context of:
   a. rail corridors (heavy, metro and light)
   b. roads
   c. harbours / waterways
   d. walking and cycle paths.

4. Sydney needs to develop a world class public transport system to reduce oil consumption and greenhouse gas emissions as well as other environmental reasons and to maintain its position as a world city. This means it is vital to address congestion
(car and bus) and amenity in the Sydney CBD through measures to encourage public transport use such as:

a. improved quality and affordability of appropriate public transport options
b. solutions such as limiting cars (for example, through congestion charges and parking policy)
c. reducing buses (for example, through investment in light rail and later, possibly, metro rail)
d. widening footpaths and
e. providing more space for cyclists.

5. A Long Term Public Transport Plan should acknowledge that there are different modes of transport for different purposes (for example, commuting, shopping, leisure and recreation) and that use of multi modes for some journeys may be needed.

6. A Long Term Public Transport Plan should identify the major goals of an integrated public transport plan, such as:

a. To fully integrate all modes of transport
b. To integrate a multi-modal public transport system with existing and future planned land use as set out in the Metropolitan Strategy for Sydney and in the Subregional strategies
c. To maximise use of existing infrastructure and investment and optimise operations and demand through modification and upgrades.
d. To recognise the looming oil shortage and plan for high quality and affordable public transport infrastructure in a “post carbon city”
e. To encourage use of environmentally sustainable modes of transport, including alternative and renewable energy sources for all modes
f. To provide incentives to reduce private vehicle use and dependence and build public transport patronage to improve viability, reduce the need for subsidies and improve sustainability
g. To reduce the economic stress of high car dependence, and social stress of lengthy commuter journeys
h. To provide equal access and opportunity for all residents (physically and economically) with multi mode links at key locations in the integrated network across the city
i. To limit the journeys to work and education, so 95% are no more than thirty minutes duration. To achieve this, high speed or express services must be considered to extend the distance between place of residence and place of work / education
j. To balance mode type with demand on key corridors to balance investment and return; and provide ability to upscale capacity to a higher mode as demand increases
k. To achieve a reliable, affordable and high quality public transport system for the efficient and effective movement of people
l. To ensure that there is true, total cost accounting for all private car use as against public transport services (including all hidden subsidies) when assessing public transport proposals
m. To require public transport plans as an integral part of all developments over a set threshold
n. To ensure that a Long Term Public Transport Plan is secured for implementation with sufficient funding and linked through legislation and the State Infrastructure Strategy.

3. The key components underpinning a Long Term Public Transport Plan

A Long Term Public Transport Plan must consider 3 key components in an integrated planning context based on the following:

1. Environmental issues:
   a. Climate Change - what are the optimum public transport actions necessary to mitigate and adapt to climate change
   b. Sustainability; particularly use of non-renewable resources and land
   c. Peak Oil
   d. Sustainable urban development (for example, land should not be released for development without appropriate public transport infrastructure)
   e. Pollution and environmental damage.

2. Social issues:
   a. Social equity in access to public transport options and costs
   b. Affordability: who pays - user pays or community
   c. Achieving healthy cities: design that encourages walking, cycling and such active transport links with efficient public transport networks
   d. The access and mobility needs of a growing aged population and the need for accessible public transport, demand responsive transport
   e. Recognise that an element of the decision to take private or public transport is the issue of human comfort and safety: Public transport must be clean, safe and convenient to encourage people (especially women and children) to choose public transport over private cars.

3. Economic Issues:
   a. Costs and funding sources
   b. Pricing, taxation and other economic measures to help manage demand and/or encourage policy outcomes such as reduced car dependency and increased public transport patronage
   c. Affordability and equity of access to make public transport an attractive option
   d. Maximise cost effectiveness of public transport
   e. Application of levies and subsidies to fund public transport infrastructure
   f. Carbon credit trading to support public transport
   g. Land value capture associated with up-zoning of land at transport nodes
   h. Recognise the strong attachment of Sydney residents to cars and encourage modal shift by sensible economic pricing to ensure that the desired result is achieved across the board.
Each of these components can be applied as performance indicators to monitor and test the merits of transport decisions.

4. **Key messages from PIA to be considered in developing a Long Term Public Transport Plan**

1. As noted, PIA NSW strongly supports the necessity of an integrated land use and transport plan for the Sydney Region. One key message is that density and public transport must be linked. Increased densities support mass transport and improve its viability. It also reduces the total amount of car travel per person and fosters healthier lifestyles through incidental walking.

2. To this end, a Long Term Public Transport Plan is one part of the broader strategy for Metropolitan Sydney within which it must operate seamlessly.

3. The transport component of the integrated Metropolitan Strategy needs to include all modes of transport: at the Metropolitan, regional and subregional levels to address all private and public transport, including freight. The public transport component must include road, the “rails” (heavy rail, light rail, and Metro rail), buses, ferries, and air transport. It must include cross regional cycle way links and encourage cycling and walking as a healthy and sustainable transport alternative with links to public transport planned in detail at the local level.

4. PIA NSW considers it appropriate for the State Government to establish a single authority to manage and govern land use and transport, similar to the Greater London Authority which has responsibility for transport (“Transport for London” manages public transport, main roads, traffic management) and planning (“London Development Agency” co-ordinates land use planning in a strategic plan and manages development with Borough councils). Brisbane City Council is a similar model: Council manages an extensive metropolitan area and is responsible for infrastructure, city planning and sustainability, transport and water.

5. A “Sydney Metropolitan Authority” model for the Sydney geographic area could have elected and appointed decision makers with responsibility for:
   a. Strategic regional planning (local government retains responsibility for local planning) and including reservation of corridors for transport routes and determining appropriate land uses and densities around transport nodes
   b. Delivery of all regional infrastructure including water, sewer, roads, rails (heavy, metro and light), buses, ferries, waste management, and possibly local renewable or sustainable energy supply (local government retains responsibility for local services such as local roads and rates).
   c. Long term funding through Federal and State Treasuries, tax credits, rezoning value capture, levies, borrowing, bond issues and other sources.

6. PIA NSW believes planning, implementation and management of public transport by a single authority would improve integration between services and modes, allow for
better co-ordination of services and provide broader funding options such as cross subsidisation between services and modes.

7. It is not appropriate for transport planning to be done on a “project by project” basis, for example with the CBD Metro. Projects need to be planned and assessed only as part of a longer term, adopted, integrated land use and transport strategic framework. Major pre-emptive infrastructure projects such as CBD and West Metro need to be deferred pending development of the Long Term Public Transport Plan, the Transport Blueprint, the revised Metropolitan Strategy including Centres Policy; and the adoption of the combined plans and strategies in an Integrated Metropolitan Strategy.

5. Actions

5.1. Centres Policy:

1. The revised Centres Policy (Planning for Retail and Commercial Development) currently being prepared by the Department of Planning is one of the fundamental building blocks of the Integrated Metropolitan Strategy. The location, function, size and inter-relationships of the centres, employment areas and other major trip generators (e.g. the Universities, airport) need to be fixed before determining what is the best fit transport solution/s required to service them.

2. Past transport planning in Sydney has generally continued the focus of public transport radiating from the Sydney CBD. Public transport planning for Sydney for the next 30 years and beyond needs to consider a multi-centred regional network of centres (like the City of Cities: A Plan for Sydney’s Future) with particular focus in the short term on Parramatta (not only the Sydney CBD) as the spatial/geographical/population centre of the region. Public transport planning should aim to develop a network of various modes connecting and expanding radially from all main centres, as opposed to a single “hub and spoke” system (based on the Sydney CBD).

3. A Long Term Public Transport Plan must address travel behaviour (not just infrastructure). Car parking policies must be adopted for all centres in the Greater Metropolitan Area served by public transport based on parking demand management.

4. Legislation should be introduced to require businesses to develop and implement “Green Travel Plans” that support public transport networks and reduce dependence on private vehicle use.

5. Major trip generating activities (such as for employment, mass entertainment, leisure, education) and the development of new centres should only be permitted in locations where adequate public transport services exist or there is a commitment to develop public transport services as part of a Long Term Public Transport Plan.

6. A Long Term Public Transport Plan must see centres as transport hubs for all modes that provide inter-City linkages as well as cross regional linkages. Transport interchanges at
higher order centres (such as the Parramatta Transport Interchange) help to mould urban form around the public transport function.

7. The current bus contract arrangement serves major corridors but many areas of Sydney are public transport poor away from centres and corridors. To encourage community based bus services to provide feeder routes within neighbourhoods, local councils should be able to charge fares to operate community bus services within neighbourhoods so long as the routes do not compete with the bus contract routes.

5.2. Metro Rail Systems:

1. PIA supports Metro style rail systems in principle, but only as part of an overall transport solution and as a component of a Long Term Public Transport Plan for Sydney. Any Metro rail link needs to be part of a network and not stand alone. Metro and heavy rail are most efficient when services operate as a partnership rather than as competitors.

2. PIA supports the introduction of Metro rail technology in the metropolitan area for densely built up areas within a 25 km radius from the Sydney CBD or linking the CBD with regional centres such as Parramatta. International experience of transport and land use planning for Metros indicate that they work most effectively in densely developed areas near a CBD that can support a high frequency of service and minimise the time that passengers will need to stand in the vehicle.

3. Metro rail services would be most beneficial in areas not served by heavy rail where bus services are close to capacity and/or travel times are slow due to road congestion.

4. PIA has encouraged the NSW Government to provide a comprehensive plan to industry and the community of the long term aspirations of a Metro network for Sydney and its integration with other transport modes. Potential catchments include the Parramatta Road corridor, Victoria Road corridor, Military Road corridor, Anzac Parade corridor and potentially a Northern Beaches corridor between Dee Why and Chatswood.

5. In the absence of a comprehensive plan for Metros specifically and transport planning generally, PIA questions the need and value of the proposed CBD and West Metro projects as stand alone lines for the foreseeable future when there has already been a huge capital investment in a heavy rail system that could be extended and/or ‘recalibrated’ to utilise existing spare capacity (at least in the short term).

6. There are significant benefits in completing the heavy rail system to provide real increases in capacity while planning the Metro network as a later investment for construction and implementation in, for example, five to ten years.

7. Neither the CBD nor West Metro was planned as part of the current adopted Metropolitan Strategy or State Infrastructure Strategy. The recently proposed West Metro was not planned as part of the draft Subregional Strategies for the Sydney Greater Metropolitan Area and does not align with current long term land release plans e.g. North West and South West Growth Centres. Ad hoc decisions made in the absence of an integrated land use and transport planning strategy will pre-empt better solutions, undermine the community’s confidence in the transport planning of the metropolitan area and send confusing signals to the property development industry for investment.

8. The planning for routes and station siting should look at opportunities for value capture early in the planning process. Failure to include such mechanisms encourages land speculation. Potential opportunities for value capture to help fund public transport (for example through levies for development around railways stations and public transport hubs such as North Sydney) may also be missed.

9. Accordingly, the Sydney CBD and West Metro projects must be deferred.

PIA’s suggested Integrated Metropolitan Strategy, incorporating land use and transport plans, should determine the priorities, funding arrangements and projects (in particular, public transport projects to support future land use plans) to proceed based on a staging timetable. As noted, implementation programs for integrated land use and transport infrastructure projects should be secured in legislation.

5.3. Use of Existing Infrastructure

1. There is a huge capital investment in a heavy rail system in Sydney. Although it is not currently a true network the current rail system has the potential to become one. Recommendations to improve the existing heavy rail network made in earlier reports, 4 such as extension of rail lines to the North West and South West, should be revisited and the benefits and costs of such proposals compared with Metro and light rail proposals and major road projects.

2. Opportunities to maximise the capacity of all areas of existing public transport infrastructure should be examined and assessed, such as:
   a. Rail networks: ‘untangling’ the lines project, revised timetabling, use of modern rolling stock, station improvements such as platform extensions, etc. Examine all unused or under utilised rail corridors for future potential use for rail or other

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4 There are various reports and policies, such as:
“Metropolitan Rail Expansion Program” announced by the Premier 9 June 2005
public or self propelled transport options (bus ways, cycle paths, freight rail, light rail etc)

b. *Bus networks:* extended duration and distance of clearways, extended bus transit ways, dedicated bus lanes, use of priority light sequences for buses in peak periods, traffic management to give buses and other vehicles priority on roads in traffic peaks such as tidal flows, “S lanes”, priority light sequences

c. *Ferry networks:* revised timetabling to develop more frequent “shuttle” type services, better integration of bus and ferry timetables

d. Use of ferry wharves as “mini transport hubs”: more frequent buses to connect with more frequent ferry services to increase the capacity of ferry services, with a view to alleviating bus congestion in peak hours on main routes and at hubs such as Wynyard, North Sydney and Parramatta

e. *Road networks:* examine opportunities to allocate sections of existing road corridors for alternative modes of transport such as light rail, bus rapid transport systems, trams and regional cycle routes

f. *Freight and commercial vehicle trips:* manage commercial road transport movements to provide more capacity for public transport such as planning truck movements away from peak periods more use of ‘inland ports’ or distribution centres, better traffic management at strategic freight generators and increase the role of rail by enhancing rail infrastructure and better coordination of rail operations.

3. PIA does not support the disposal of existing public transport corridors and infrastructure in general, such as railway corridors not in current use and other public land currently deemed surplus to needs. Such land should be retained and options examined for its use as part of the integrated public transport network. These assets may be invaluable as future bikeways, pedestrian paths, parking areas, marshalling yards, public transport depots, or for conversion from say heavy rail to light rail or bus transit ways. If any sale of land occurs then it must be hypothecated back into expenditure on other public transport infrastructure. The land acquired for the Second Sydney Airport at Badgery’s Creek should not be sold until there is a commitment to develop a second airport at an alternative site.

4. Capacity maximisation studies and works should be undertaken in the immediate short term (10 year period). This would provide 10 years to plan for and fund larger major projects that add significant additional capacity as part of a new integrated network.

5.4 Peak Oil Issues and Encouragement of Alternative Transport Options

1. Oil is a limited resource and public transport is the only viable mass transport alternative to private vehicle use, especially in those locations where it is lacking, that will reduce greenhouse gas emissions and consumption of oil.

2. It is important to acknowledge and recognise the need to plan for a “post carbon city”: to adapt to peak oil conditions, the need to change behaviour, to develop smart designs for the city based on the “Centres Policy” and urban consolidation, and to plan for how we adapt and live around transport now and in the future. The focus must now be on
“planning how to live around transport” not just “planning transport for how we live” as we have done in the past.

3. It is necessary to consider the distribution of trips / journeys across different modes of transport and consider what trips must be shifted to alternative sustainable modes; For example, at the local level, improvements and establishment of local bikeways and pedestrian pathways will encourage access to local schools, shops, services and public transport networks by bike and foot with a view to reducing private vehicle trips and dependency.

4. Transport will become expensive as oil production declines. It is important, therefore, that future land use plans focus settlement and development on existing infrastructure, especially public transport infrastructure. Transport planning must aim to make the public transport systems efficient and equitable, with high levels of access to those areas where socio-economic need is greatest. Increasingly this is on the urban fringe. Urbanisation of land use at the metro fringe and in the urban release areas must not proceed in the absence of mass transit services being available.

5. In locations where there is no public transport and no alternatives or options, high car dependence occurs and car use is often a large proportion of household expenditure. For communities public transport is inherently more cost efficient per person. Transport planning should include incentives and strategies to encourage public transport use and reduce car dependence and per capita oil consumption, such as:
   a. Ticketing systems: Review of pricing and fare structures and introduce opportunities for common ticketing to facilitate and encourage public transport use
   b. Timetabling: Improve options and choices and improve integration between various modes of transport to facilitate and encourage public transport use
   c. Improve opportunities for walking and cycling especially to link with public transport networks
   d. Where public transport provides a realistic alternative, demand management of general parking in centres should be used to encourage access to centres by public transport and free up parking and access for essential road trips such as freight and goods delivery
   e. Where suitable alternatives are available, use economic incentives to manage (decrease) demand for road use. Many major roads are “free” and seen as cheaper to use in terms of time and cost than public transport.

6. There should be more provision for cyclists and users of small electric vehicles for local road trips. This will require the provision of a network of “greenways” or “slow ways”, for example with a speed limit of 30 kmh or lower, for such vehicles.

CONCLUSIONS AND TIMETABLE

1. PIA supports the Independent Public Inquiry as a process to facilitate community participation in the development of a Long Term Public Transport Plan for Sydney. PIA
encourages the development of a Long Term Public Transport Plan as a component of an Integrated Transport and Land Use Plan for the Sydney Metropolitan area.

2. PIA also supports the NSW Government’s plans to develop a “Transport Blueprint” for NSW with a focus on Sydney. In its submission on the “Transport Blueprint” PIA urged the Department of Transport and Infrastructure to take into consideration the findings of the subject Independent Public Inquiry in the development of the “Transport Blueprint”.

3. An Integrated Land Use and Transport Plan that establishes strategies for the State, Sydney Greater Metropolitan Area, regions and local areas to the year 2040 should be developed and incorporated in the State Plan.

4. PIA NSW is advocating for the integration of key land use and transport plans within the updated Metropolitan Strategy as an “Integrated Land Use and Transport Plan”. Relevant Subregional Strategies and local environmental plans need to then be amended accordingly.

5. The adoption and implementation of the current draft Subregional Strategies for the Sydney Metropolitan Region must be postponed pending the finalisation of the integrated and updated Metropolitan Strategy or “Integrated Land Use and Transport Plan”.

6. PIA is concerned at the continued development of the growth centres without adequate public transport. Instead PIA advocates settlement in existing urban areas well served by public transport until such time as adequate and fully funded public transport infrastructure is delivered to the growth centres, or other urban release areas.

7. The “Integrated Land Use and Transport Plan” for Sydney should be secured and given statutory force through legislation. This is needed to ensure bi-partisan support, provide longevity beyond changes of government, and to legislate for implementation and funding commitments.

8. The implementation program for the “Integrated Land Use and Transport Plan” should cover a 30 year period, broken down into three, decade long periods containing key actions for each. The first part of period 1 (0-10 years) must include the adoption of the plan and the reservation of corridors.

9. PIA NSW recommends that all planning and construction work on the proposed CBD and West Metros also be put on hold until the “Integrated Land Use and Transport Strategy” as described in point 4 is approved and legislated.

10. The cost of inaction on integrated public transport planning is unacceptable for the long term economic prosperity, livability and the health of the Metropolitan region.

11. PIA seeks to highlight and emphasise the need for holistic planning solutions to Sydney’s transport needs, as opposed to ad-hoc, short term engineering solutions in the form of individual projects.
12. Appropriate mass public transit services must be provided to the committed North West and South West release areas before any additional land is released.

13. Sydney’s future growth must be largely concentrated in the existing developed areas to maximise use of existing infrastructure and encourage shorter journeys for all transport tasks. To mitigate resultant congestion, public transport and self propelled transport infrastructure must be improved in these areas also.

14. The peak oil issue must be recognised and use of a broad range of public transport modes as alternatives to private vehicle use and dependency must be encouraged. Restrictive parking policies to manage private vehicle use also need to be used wherever possible.

15. PIA strongly supports retaining public ownership of existing transport corridors and public land so that it can be properly assessed for its long term transport potential before any disposal. Reserving new corridors for transport purposes should also be given priority in the first few years of the implementation program.

16. PIA recommends that the State Government establish a “Sydney Metropolitan Authority” charged with the responsibility of directing, across all Government agencies, the planning and implementation of integrated land use and transport services and infrastructure for Metropolitan Sydney.

Implementation Program

To provide certainty and consistency for development in NSW, PIA proposes a number of measures within a planned and scheduled framework, as follows.

0-10 years:

1. Within 2 years: Have developed, adopted and begun to implement a 30 year Integrated Land Use and Transport Plan for Sydney

2. Reserve key corridors for next 30 year plan (and beyond) as required, including provision for a Very Fast Train (VFT) link north to Brisbane, via Newcastle and south to Melbourne via the ACT

3. Adopt and implement Subregional Strategies and Centres Policy after the Integrated Land Use and Transport Plan is adopted

4. Deliver suitable mass transit public transport infrastructure to the North West and South West growth areas

5. Analyse and extract maximum capacity from the existing infrastructure for heavy rail and bus transit services
6. Revise the State Infrastructure Plan with funding plan and revenue options including congestion charges, value capture levies, hypothecation of parking levies, and tax incentives for public transport

7. Examine and implement all feasible ‘small projects’ to improve links and networks, for example the Lilyfield light rail extension

8. Complete key missing road links, such as M2-F3 connection, particularly as needed to support freight movement

9. Develop and implement the light rail / bus corridors / transit ways such as improved links between Parramatta and Epping pending extension of the rail line to complete the Parramatta to Chatswood link and long haul bus corridors on road networks such as from Wollongong and Newcastle

10. Develop and implement integrated ticketing systems for all public transport modes

11. Develop and implement legislative framework for a single land use and transport planning agency and establish that agency (The Sydney Metropolitan Authority)

12. Work with local government to plan, fund and implement networks of pedestrian paths and bike ways that integrate with transport nodes and activity areas

13. Identify and protect second Sydney Airport site, plan and protect access corridors

14. If necessary after maximising existing opportunities, plan a suitable Metro rail network integrated with other modes of public transport

15. Plan and commence implementation of a comprehensive freight transport strategy

16. Legislate for a long term funding plan for corridor acquisition and infrastructure delivery

10-20 years:

1. Build a second Sydney Airport, (possibly connected to VFT route)

2. Build a Metro rail network

3. Build additional heavy rail links required to complete the Sydney rail network and links to other regions

4. Undertake comprehensive feasibility studies for VFT.

20 + Years:

1. Develop a Very Fast Train system between Sydney, Melbourne and Brisbane.
2. Continue to infill land use and extend the Metro rail network based on the overall plan with interchanges at the metropolitan edge for connections to heavy rail.

PIA NSW

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