TRANSPORT BLUEPRINT FOR NSW WITH A FOCUS ON SYDNEY METROPOLITAN AREA

INVITATION TO PROVIDE A SUBMISSION ON SYDNEY’S TRANSPORT FUTURE.

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

By letter dated 28 August 2009 the NSW Department of Transport and Infrastructure invited PIA NSW to provide a submission on possible improvements and initiatives for the current transport system with a view to a Transport Blueprint being adopted. The Department’s letter advises that the Blueprint:

a. will investigate the transport challenges facing NSW
b. will develop a range of strategies and actions to address these challenges for the period to 2036
c. is being developed in close alignment with the Government’s Metropolitan Strategy: City of Cities and
d. will better integrate land use and transport planning now and into the future.

PIA’s comments on the current transport system, possible improvements to meet the needs of Sydney over the next thirty years and suggested major initiatives are presented below. In accordance with advice that the Transport Blueprint will have a focus on
Sydney, PIA NSW’s comments in this submission are primarily focused on the Sydney Region but also includes comments on NSW transport generally. 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 Transport Blueprint

3. The 4 key components of the Blueprint

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

5. The actions that PIA believes must occur

6. Conclusions and a timetable for implementation.

1. Integrated Land Use and Transport Planning: PIA’s National Position

PIA’s National position on Integrated Transport and Land Use 1 is 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. 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

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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.

In the context of PIA’s National Position then, we submit that the NSW Government should reframe the focus of its work on the Blueprint from a “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.

Considerable excellent work has already been done by the Department in recognition of the nexus between land and transport. They are not separate entities for investigation. Moreover, the reference to “transport challenges” in the Blueprint invitation again misses the point that ‘transport’ is a distinct and severable element of the urban and regional structure that can be analysed on its own.

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.

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.

Proper management of land use is the key to better transport and government has the ability to influence land use through planning in a way that can achieve this.
2. Principles and Goals to guide development of the Land Use - Transport Blueprint:

1. The Land Use - Transport Blueprint must identify and address all of the tasks of transport, such as:
   a. The efficient movement of people and goods across and within the region
   b. 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
   i. Defence

2. Each of these tasks involves different functions, infrastructure and modes.
   a. The Land Use – Transport Blue print must cover all modes:
      b. rail
      c. bus
      d. light rail
      e. metro
      f. ferries
      g. cycling
      h. walking
      i. car/truck
      j. In a State framework, 2 additional modes are
         k. ship
         l. airplane

3. The Land Use - Transport Blueprint must identify and address the layers of infrastructure required for an integrated transport system generally in the context of:
   a. State wide and regional requirements: air, rail, sea / waterways, major roads
   b. Local needs: rail (heavy and light), roads, harbours / waterways, walking and cycle paths.

4. Sydney needs to develop a world class public transport system for oil, greenhouse gas emissions reduction and 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 solutions such as limiting cars (for example, through congestion charges and parking policy), reducing buses (for example, through investment in light rail and metros), widening footpaths and providing more space for cyclists.

5. The Blueprint Strategy should acknowledge that there are different modes of transport for different purposes and that use of multi modes for some journeys (people and goods) may be needed.

6. The Land Use - Transport Blueprint should identify the major goals of an integrated transport strategy, such as:
   a. To fully integrate all modes of transport
   b. To integrate a multi-modal 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
   d. To recognise the looming oil shortage and plan for 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 – public or private
   f. To reduce private vehicle use and dependence and build public transport patronage
   g. 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
   h. To reduce the economic stress of high car dependence, and social stress of lengthy commuter journeys
   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.
   j. To recognise that Sydney is the main destination for inbound freight in NSW and plan for integrated transport and distribution centres accordingly
   k. To achieve a reliable, transport system for the efficient and effective distribution of goods and 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)
   m. To ensure that long term and sufficient funding for public transport is linked through legislation and the State Infrastructure Strategy
3. The Key components Underpinning the Blueprint

The Land Use - Transport Blueprint must consider 3 key components in an integrated planning context based on the following:

1. Environmental issues:
   a. Climate Change - what transport actions are 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, don’t release land for development without appropriate transport choice)
   e. Pollution and environmental damage.

2. Social issues:
   a. Social equity in access to transport options and costs
   b. Affordability: who pays - user pays or community
   c. Achieving healthy cities: design that encourages walking, cycling and public transport
   d. State and community costs of vehicular accidents, injuries and mortality rates.
   e. The access and mobility needs of a growing aged population and the need for accessible public transport, demand responsive transport etc.

3. Economic Issues:
   a. Costs and funding
   b. Pricing, taxation and other economic measures to help manage demand and/or encourage policy outcomes
   c. Affordability and equity of access
   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.

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

1. PIA NSW strongly supports the necessity of an integrated land use and transport plan. 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 /person and fosters healthier lifestyles through incidental walking.

2. To this end, the “Blueprint” is one part of the broader strategy for Metropolitan Sydney within which it must operate seamlessly.

3. The Transport component (of the “Blueprint”) needs to include all modes of transport: at the Metropolitan, regional and subregional levels to address all private and public transport, including freight. It must include road, the “rails” (heavy rail, light rail, and Metro rail), buses, ferries, and air transport. It must include cross regional cycleway links and encourage cycling and walking as a healthy and sustainable transport alternative, to be 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). Other models include those in Brisbane and Auckland.

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, buses, trains, 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. 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. Any major pre-emptive infrastructure projects need to be deferred pending adoption of the combined Blueprint/Metro 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 Land Use - Transport Blueprint. 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”) with particular focus in the short term on Parramatta (not only the Sydney CBD) as the spatial /geographical / population centre of the region. 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. The Blueprint must address travel behaviour (not just infrastructure). The Blueprint must adopt a car parking policy 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. The Blueprint must see centres as transport hubs for all modes that provide inter-City linkages as well as cross regional linkages. For example, the current bus contract arrangement serves major corridors but many areas of Sydney are transport poor away from centres and corridors. Local councils should be able to operate community based bus services with an ability to charge a fare so long as the routes don’t 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. It needs to be part of a network and not stand alone.
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. PIA encourages 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.

4. 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).

5. Neither the CBD nor West Metro was planned as part of the current adopted Metro Strategy (2005 or 2007 update) 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.

6. 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.

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

8. The Integrated Land use and Transport Blueprint should determine the priorities, funding arrangements and projects to proceed based on a staging timetable.
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 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 transport infrastructure should be examined and assessed, such as:
   a. For the 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 public or self propelled transport options (bus ways, cycle paths, freight rail, light rail etc)
   b. For 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
   c. For vehicle trips: traffic management to address priorities / traffic peaks such as tidal flows, “S lanes”, priority light sequences.
   d. For ferry network: revised timetabling to develop more frequent “shuttle” type services, better integration of bus and ferry timetables.
   e. 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.
   f. Road network: 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.
   g. For freight: Manage road transport movements such as planning truck movements away from peak periods, more use of ‘inland ports’ or distribution centres, better traffic management at strategic freight

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2 There are various reports and policies, such as:
   “Metropolitan Rail Expansion Program” announced by the Premier 9 June 2005
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 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 transport network. These assets may be invaluable as future bikeways, pedestrian paths, parking areas, marshalling yards, 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 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. Freight Issues:

1. PIA NSW recognises that Port Botany will continue to be the main port and supports making the port work efficiently. Where possible PIA supports shifting freight to rail, with an aim to achieve 50% of movements to inland ports by rail by 2030.

2. Options to improve freight distribution in Sydney should be examined such as a new freight line between Eastern Creek inter modal facility and Port Botany and using reverse capacity in existing freight lines.

3. It is expected the transport task of freight will grow. It is important to ensure that adequate planning and investment is undertaken by all levels of government and the private sector.

4. The Transport Blueprint needs to recognise the freight task for various supply chains (e.g. international trade, inter-state, intra-state) and various sectors (e.g. coal, containers, manufactured goods, grains, bulk liquids)

5. Key transport and planning considerations with freight:
   a. Manage road transport movements such as planning truck movements away from peak periods, better traffic management at strategic freight generators
b. Increase the role of rail by enhancing rail infrastructure and better coordination of rail operations

c. Support the interfaces between freight and passenger movements along key road and rail corridors, such as support for freight rail movements on passenger rail networks in Sydney outside peak hours of passenger rail use, (especially commuter rail use), corridor preservation for future freight corridors, road and rail enhancements to support future freight volumes

d. Expand the intermodal network such as linkages to supply chains, appropriate role of government and industry in managing network

e. Develop a strategic framework to consider all freight supply chains and key industry sectors, and their relationship to transport and land use planning (industrial zoning where highest level of freight transport access)

f. Prepare guidelines and/or Director-General Directions for plan making to take account of freight requirements through zoning, plan objectives and development control provisions so that the freight requirements are not compromised by ad hoc development decisions.

5.5 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 NSW 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 a centres policy and resident consolidation, planned around 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 and services 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. Transport planning must aim to make the 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
   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 NSW Government’s plans to develop a Transport Blueprint for NSW as part of an integrated transport and land use plan (see point 4 below), and with a focus on the Sydney Metropolitan area.

2. PIA also supports the Independent Public Inquiry: “Sydney’s Long Term Public Transport Plan” established by the Sydney Morning Herald. In developing the Transport Blueprint PIA urges the Department of Transport and Infrastructure to take into consideration the findings of the Public Inquiry.
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. The final Transport Blueprint must be integrated with the updated Metropolitan Strategy (“City of Cities”). 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 Land Use and Transport Strategic Plan, or Blueprint.

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 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. 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.

9. An integrated transport and land use plan must be developed and legislated for implementation. The implementation program 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.

10. The cost of inaction on integrated 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 transit services must be provided to the committed North West and South East 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 must be recognised and use of a broad range of 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 “Metropolitan Transport 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 Transport and Land Use 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 Transport and Land Use 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 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 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 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 and extend the Sydney Metro system based on the overall plan with interchanges at the metropolitan edge for connections to heavy rail

The Department and NSW Government are to be commended for taking this initiative. The Institute thanks the Department for its invitation to make this submission and is willing to participate further in the formulation of the Blueprint.

PIA NSW,
28 September 2009