



23 JUN 2009

Clerk of the Parliaments and Clerk of the Legislative Council
Parliament House
Macquarie Street
SYDNEY NSW 2000

Dear Ms Lovelock

Please find attached the NSW Government's response to the Legislative Council General Purpose Standing Committee No. 4 Inquiry into The Transport Needs of the North-West Sector.

Yours sincerely

John Lee
Director General

*Received at 11:30am
Tuesday 23 June 2009
Lynne Lovelock
Clerk of the Parliaments.*

General Purpose Standing Committee No.4

The Transport Needs of Sydney's North-West Sector – Government Response

Recommendation	Government Response
<p>1. That the NSW Government, as a priority, continue planning and undertaking land acquisition for a north west rail link from Epping to Rouse Hill and that this include an extension of the route from Rouse Hill to a point on the Richmond rail line.</p> <p>That the NSW Government prepare a submission for inclusion of this project on the National Infrastructure Priority List, and, if the project fails to attract federal funding, the NSW Government fund the north west rail link.</p>	<p>In November 2008 the NSW Government announced its decision to defer construction of the North West Metro. In recognition of the long term importance of a transport corridor in the North West, land acquisition in the corridor and the consideration of extension options are continuing.</p>
<p>2. That the NSW Government issue a statement setting out the merits of the CBD Metro, West Metro and the North West Metro.</p>	<p>The CBD Metro is a vital new infrastructure project to improve public transport for Sydney, making travel more convenient and environmentally sustainable. The CBD Metro will provide considerable additional transport capacity in the CBD and support growth in the CBD. It will be the backbone or 'enabler' for future metro lines which would extend across Sydney, potentially to the West, North West, South East and North East</p> <p>Further information on the metro concept and specific proposals is at www.sydneymetro.nsw.gov.au</p>
<p>3. That during the review of the metropolitan subregional strategies, scheduled to be completed in March 2009, the Department of Planning in consultation with local councils revise the employment and population targets for councils in the North West Sector, taking into account that some major transport infrastructure projects have been deferred indefinitely, and formally amend these targets to reflect sustainable capacity in individual LEPs and in the</p>	<p>On 19 November 2008 the Minister for Planning, Minister Keneally, announced a strategic level review of the Metropolitan Strategy.</p> <p>The Department of Planning, in conjunction with the Ministry, engaged SGS Economics & Planning to do the review, focusing on the implications of:</p> <ul style="list-style-type: none"> • the changed economic outlook for NSW;

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<p>Metropolitan Strategy.</p>	<ul style="list-style-type: none"> • the mini-budget and associated reprioritisation of infrastructure projects; • the revised population and Household Projections; and • current take up rates of infill and greenfield sites for new dwellings. <p>Once the findings of the review have been considered across Government, the Department of Planning will finalise the subregional strategies and continue the process of aligning new LEPs to the updated framework.</p>
<p>4. That the initiatives being undertaken by government transport agencies to improve bus travel times in the North West be progressed and implemented as a matter of urgency.</p>	<p>The Government has allocated \$235 million to improve bus priority across the 43 strategic bus corridors identified in the Unsworth Review of Bus Services. The funding, to be spread over 7 years (2005/06 to 2001/12) targets a 20 to 25k/ph average bus travel speed on these key corridors.</p> <p>Bus priority measures being implemented include:</p> <ul style="list-style-type: none"> • dedicated red bus lanes on approaches to congested intersections; • dedicated bus bypass lanes (such as Left Turn Only, Buses Excepted); • bus priority at traffic signals; and • conversion of unrestricted lanes to transit and no stopping lanes. <p>Supporting these infrastructure upgrades is the \$50 million Sydney-wide implementation of the RTA's Public Transport Information and Priority System (PTIPS). This system uses satellite technology to identify late running buses and communicates with the RTA's traffic management system to give traffic light priority to late running buses. PTIPS will be installed on private buses from 2010.</p> <p>Between 2006 and 2008 more than \$10M has been spent on bus priority measures on the Castle Hill - City and Castle Hill - Parramatta</p>

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	<p>strategic bus corridors, resulting in quicker bus travel speeds and improved reliability.</p> <p>In April 2009, a new \$8M bus lane was completed at Baulkham Hills Junction, along old Northern Rd between Olive Street and the Windsor Road intersection, improving bus travel times to the City and Parramatta on average up to 10 minutes.</p> <p>The Government will continue to pursue bus priority initiatives across the metropolitan area, including the North West.</p>
<p>5. That the Ministry of Transport significantly increase the number of kilometres allocated within the metropolitan bus service contracts so as to provide for greater off-peak and intra-regional services.</p>	<p>The Government's network of 43 strategic corridors seeks to improve intra-regional connections.</p> <p>The Government is providing \$170 million over two years for the fast-tracking of 300 additional buses for Sydney, the Illawarra, Central Coast and Newcastle. 113 of these buses will be used on key routes into north west Sydney, providing better services (including off-peak and intra-regional) and taking more cars off the M2. The first of these new buses will be delivered in 2009.</p> <p>These new buses build on the 80 additional buses which have entered into service in the north west since April 2006.</p>
<p>6. That the Ministry of Transport expand bus services in the North West by constructing a dedicated bus lane on the five kilometres of road between the M2 and the T-Way.</p> <p>That the Ministry of Transport provide the majority of residents within the North West region with light rail or bus services on a regular basis and within easy walking distance of their residences.</p>	<p>The NSW Government is currently in negotiations with the M2 Motorway owner/operator Transurban to ensure the motorway can grow and develop with new and improved services along its route.</p> <p>An upgrade of the M2 would relieve existing congestion points and prepare for the additional growth planned for the north-west over the next 25 years.</p>

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	<p>Transurban is developing proposals to:</p> <ul style="list-style-type: none"> • improve travel times in the morning and afternoon peak • provide new access points to: <ul style="list-style-type: none"> • Western Sydney and Norwest Business Park • Macquarie University and Macquarie Business Park • improve bus travel times and provide for new services • move to cashless tolling <p>The Ministry of Transport's Bus Service Planning Guidelines (available at www.transport.nsw.gov.au/busreform/service-planning-guidelines.pdf) provide that bus networks should be designed so that 90% of households are within 400 metres of a bus or rail line during daytime hours and 800 metres at night. The new integrated bus network for the northwest will result in 90.1% of households located within these distances of a bus or rail line.</p>
<p>7. That the NSW Government when negotiating contracts with the private sector for the development of road infrastructure ensure that the terms of agreement do not act as a barrier to the building of public transport infrastructure in the future.</p>	<p>The NSW Government is committed to the coordinated planning and delivery of major road infrastructure projects. Strategic planning will take into account land use planning as well as integration with public transport systems.</p>
<p>8. That the NSW Government establish an Integrated Transport Planning Authority with the responsibility for network wide integrated transport planning and for the prioritisation and direction of all transport infrastructure expenditure.</p>	<p>The Premier Nathan Rees has recently announced the establishment of a new super-agency - NSW Transport and Infrastructure - to take control of all transport and roads coordination, policy and planning functions in NSW. The new entity will provide a single contact point for transport and roads in NSW with the specific functions of:</p> <ul style="list-style-type: none"> - Transport coordination - Transport services - Transport infrastructure and asset management; and - Transport policy and planning

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<p>9. That the NSW Government establish a panel of experts to develop a draft long term integrated transport strategic plan for the Sydney region, for the Integrated Transport Authority that the committee has recommended be established. As a first step, the NSW Government establish an independent body, the North West Region Transport Board, to develop an integrated, sustainable transport plan for the north west sector that could act as a model for other regions.</p>	<p>As announced by the Premier, an immediate priority for the new Transport and Infrastructure agency will be the development of a transport blueprint which integrates and builds on existing plans and projects to align transport delivery to urban planning and growth.</p>