

INQUIRY INTO INTER-REGIONAL PUBLIC TRANSPORT

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Document Title: Issues raised at Regional Forums and Master Plan responses –
Regional Rail

APPENDIX D

Issues raised at Regional Forums and Master Plan responses – Regional Rail

Issue raised	Master Plan response
Central Coast	
Improving the region's connections to Sydney and Newcastle (both road and rail).	<ul style="list-style-type: none"> Develop a Country Passenger Rail Services Strategy to deliver a better service outcome for people in regional and rural NSW (page 223) Improve rail services between the Central Coast and Sydney and the Central Coast and Newcastle through <i>Sydney's Rail Future</i> and ensure these rail services are supported by an integrated bus service (page 233)
Improving integration and connectivity between bus and train services across the Central Coast.	<ul style="list-style-type: none"> Immediate work to align, improve and simplify public transport timetables, beginning with work to develop the new 2013 rail timetable (page 312)
Infrequent public transport services.	<ul style="list-style-type: none"> Develop a Country Passenger Rail Services Strategy to deliver a better service outcome for people in regional and rural NSW (page 221):
Improving the safety and comfort of public transport.	<ul style="list-style-type: none"> Continue to support and enhance a public transport infrastructure program that assists local councils in making country bus stops and rail stations safer, accessible, attractive places that comply with national disability access standards (page 224).
Central West	
Prioritising key road and rail infrastructure	<ul style="list-style-type: none"> Improve train services with the introduction of a daily return service between Bathurst and Sydney (page 234)
Improving the reliability and frequency of rail	<ul style="list-style-type: none"> Develop a Country Passenger Rail Services Strategy to deliver a better service outcome for people in regional and rural NSW (page 223) Establish NSW Trains and the development of a Country Passenger Rail Services Strategy to improve regional NSW rail connections (for all regions) (page 199)
Improved rail services including improved timetabling and linkages to other services	<ul style="list-style-type: none"> Address issues around more convenient timetables, slow travel speeds, service frequency and other concerns and devise solutions to create a modernised regional rail service that is an attractive option for regional communities. A major component of the Strategy will be a program to acquire new rolling stock (page 223)

Hunter	
Reliability and frequency of services – the need to provide more services to meet growing demand and faster services e.g. train from Newcastle to Sydney.	<ul style="list-style-type: none"> Establish NSW Trains to improve regional NSW rail connections (page 214) Develop a Country Passenger Rail Services Strategy to deliver a better service outcome for people in regional and rural NSW (page 223) Improve rail services between Newcastle and Sydney and benefits to the Central Coast through combined efforts in Sydney's Rail Future, review of the Country Passenger Rail Services Strategy and creation of NSW Trains (page 231)
Improved passenger safety on the rail system – increased police presence.	<ul style="list-style-type: none"> Develop Modal Strategies and an Interchange Strategy that will address specific safety issues on public transport (page 287).
Establish a Hunter Transport Authority, to coordinate Hunter transport locally.	<ul style="list-style-type: none"> Develop Regional Transport Plans for each of NSW's ten regions. Specific strategies are also being developed to improve regional and interstate connections: a NSW Roads Strategy, a Country Passenger Rail Services Strategy and a Major Airports Plan (page 227).
Separation of passenger and freight train lines, and encourage road freight onto rail.	<ul style="list-style-type: none"> Assess and reform regulatory access arrangements that apply to the Metropolitan Rail Network, Metropolitan Freight Network and the Country Regional Network to improve the management of conflicts between passenger and freight transport, improve the reliability of rail freight to Port Botany and develop a more seamless and contestable national rail market (page 271).
Improved inter-city connection – fast rail from Newcastle to Sydney.	<ul style="list-style-type: none"> Improve rail services between Newcastle and Sydney through <i>Sydney's Rail Future</i>, which will also benefit the Central Coast to reduce travel time between Newcastle and Sydney to two hours and timetable changes being investigated for Sydney's Rail Future will reduce the overall journey time (page 231)
Illawarra	
Improving transport infrastructure and making public transport attractive and accessible – integrating public transport modes.	<ul style="list-style-type: none"> The timetable changes being investigated for Sydney's Rail Future, the creation of NSW Trains and modern signalling technology will deliver faster travel times and greater travel reliability between Wollongong and Sydney. We will support these rail services with an integrated bus service (page 235). Accessible, attractive stops and stations we will continue to support and enhance a public transport infrastructure program that assists local councils in making country bus stops and rail stations safer, accessible, attractive places that comply with national disability access standards. This will enable more people to use public transport, provide greater confidence in using the system and improve customer travel experiences. In turn, this should encourage more people to use public transport (page 224)
A customer-focused transport system	<ul style="list-style-type: none"> \$32 million towards the purchase of 99 new outer suburban Oscar trains for the Central Coast, Blue Mountains and the Illawarra (page 15)

across the Illawarra that is quick, reliable, affordable and easy to use.	
Improved inter-city connection – fast services from Wollongong to Sydney	<ul style="list-style-type: none"> The timetable changes being investigated for Sydney's Rail Future, the creation of NSW Trains and modern signalling technology will deliver faster travel times and greater travel reliability between Wollongong and Sydney. We will support these rail services with an integrated bus service (page 235) Future intercity train services will focus on the needs of longer distance customers and will not simply be slightly modified short distance trains. (page 235)
Mid North Coast	
Public transport in the region is limited. There is a need for a more integrated and flexible transport system which is accessible to all and meets the community's needs. For example, better links to the university campus and meeting the transport needs of an ageing population.	<ul style="list-style-type: none"> Work with community groups, regional transport coordinators, local councils and local bus operators to continue to enhance the public transport system to make sure it meets the needs of the region's residents and businesses (page 229). Encourage increased public transport use in regional areas by identifying and addressing service gaps, with a major focus on extending and improving bus services (page 223).
There is congestion in the centre of Coffs Harbour and a conflict exists between local and regional traffic movements, including freight movements. There is a need for a Coffs Harbour bypass and/or a transit lane to reduce pinch points.	<ul style="list-style-type: none"> Conduct a NSW Rail Access Review to assess and reform regulatory access arrangements that apply the Country Regional Network to improve the management of conflicts between passenger and freight transport, improve the reliability of rail freight to Port Botany and develop a more seamless and contestable national rail market (page 223).
The CountryLink service is not widely used. Improvements can be made to the timing of services and customer focus.	<ul style="list-style-type: none"> Develop a Country Passenger Rail Services Strategy to deliver a better service outcome for people in regional and rural NSW. The Strategy will address issues around more convenient timetables, slow travel speeds, service frequency and other concerns and devise solutions to create a modernised regional rail service that is an attractive option for regional communities (page 223). Establish NSW Trains and develop a Country Passenger Rail Services Strategy to improve regional NSW rail connections (page 199).

Murray-Murrumbidgee	
Maintenance and upgrade of road and rail infrastructure to ensure a reliable and safe service.	<ul style="list-style-type: none"> • Introduce a Country Passenger Rail Services Strategy to deliver a better service outcome for people in regional and rural NSW (page 223). • Identify critical service gaps through ongoing monitoring and analysis of transport system asset performance in order to address the needs of our customers. Our priorities for maintaining the transport system will be identified using a risk-based approach with consideration given to funding and delivery constraints (page 305). • Establish a greater understanding of the transport asset portfolio and an understanding of asset condition and performance (page 305).
Increase access to public transport including the number and timing of services	<ul style="list-style-type: none"> • Establish NSW Trains and develop a Country Passenger Rail Services Strategy to improve regional NSW rail connections (page 199). • Operate country passenger rail services through the region to Melbourne and to Griffith. The Country Passenger Rail Services Strategy will examine how to improve rail services to Griffith and create better connections to regional centres as well as to Sydney, Canberra and Melbourne (page 236).
A lack of cross-regional transport which is important in connecting regional towns to health services	<ul style="list-style-type: none"> • Continue to work with the Victorian and ACT Governments to achieve a better outcome that makes travelling to Melbourne, Canberra and Victoria easier and more convenient (page 236).
Cross-border and interstate connectivity to major cities such as Melbourne, Sydney and Canberra	<ul style="list-style-type: none"> • Continue to work with the Victorian and ACT Governments to achieve a better outcome that makes travelling to Melbourne, Canberra and Victoria easier and more convenient (page 236).
New England	
Improving integration between public and private transport services, to increase public transport options and increase efficiency.	<ul style="list-style-type: none"> • Establish NSW Trains and develop a Country Passenger Rail Services Strategy to improve regional NSW rail connections (page 223) • Encourage increased public transport use in regional areas by identifying and addressing service gaps, with a major focus on extending and improving bus services (page 223) • Consider options for various regions individually through service planning and Regional Transport Plans and the bus contract system guidelines will be reviewed and adjusted (page 223)
An attractive, integrated transport system that is more cost effective than car travel and provides improved connections	<ul style="list-style-type: none"> • Establish NSW Trains and develop a Country Passenger Rail Services Strategy to improve regional NSW rail connections (page 199)

between regions and cities.	
Northern Region	
Increased access for all residents to public transport.	<ul style="list-style-type: none"> • Develop a Country Passenger Rail Services Strategy to deliver a better service outcome for people in regional and rural NSW (page 223). • Encourage increased public transport use in regional areas by identifying and addressing service gaps, with a major focus on extending and improving bus services (page 223). • Consider options for various regions and centres individually through service planning and Regional Transport Plans. We will also review and adjust the bus contract system guidelines (page 223). • Establish NSW Trains and develop a Country Passenger Rail Services Strategy to improve regional NSW rail connections (for all regions) (page 199).
Casino to Murwillumbah connection.	<ul style="list-style-type: none"> • Complete the Casino to Murwillumbah rail corridor investigation and consider its recommendations (page 229).
Travel in the region should be made more affordable and there is a desire for equity to be provided in fares and access.	<ul style="list-style-type: none"> • Reduce the costs of public transport services through various reforms, such as franchising ferries and reforming train operations (page 322).
The efficiency of the rail and road networks should be increased.	<ul style="list-style-type: none"> • Establish NSW Trains and develop a Country Passenger Rail Services Strategy to improve regional NSW rail connections (for all regions) (page 199). • Develop a Country Passenger Rail Services Strategy to deliver a better service outcome for people in regional and rural NSW (page 223).
Southern	
Better utilisation of the existing rail infrastructure and improved train timetabling.	<ul style="list-style-type: none"> • Established NSW Trains to provide transport services to inter-city and regional customers under the terms of a contract with Transport for NSW. The services to be operated by NSW Trains include between Sydney and the Hunter, Central Coast, Blue Mountains, Southern Highlands and South Coast regions as well as the NSW Trains interstate network. NSW Trains will roll out over the next 12 to 18 months (page 214). • Develop a Country Passenger Rail Services Strategy to deliver a better service outcome for people in regional and rural NSW (page 223).
Faster inter-regional	<ul style="list-style-type: none"> • Commence timetable integration around the 2013 Sydney Trains timetable

transport connections e.g. to Canberra and Wollongong, fast trains to Sydney.	<p>which will provide consistency in the rail timetable and help to simplify and coordinate timetables across other modes. The 2013 timetable will take account of our ability to add additional peak services through the operational changes being delivered through Sydney's Rail Future. Benefits will include more frequent services during peak times, improved journey times and better reliability and punctuality (page 70).</p> <ul style="list-style-type: none"> • Complement the new 2013 Sydney Trains timetable by bus timetable changes to ensure bus and rail services are closely aligned. A review of the Sydney Harbour ferry network will provide an opportunity for greater integration with bus and rail services (page 70).
Better customer service on all public transport.	<ul style="list-style-type: none"> • Establish NSW Trains and the development of a Country Passenger Rail Services Strategy to improve regional NSW rail connections (page 199). • Establish NSW Trains and develop a Country Passenger Rail Services Strategy to improve regional NSW rail connections (page 199). • Develop Regional Transport Plans with local communities that are integrated with land use plans so that transport services and infrastructure are provided when and where they are needed (page 199). • Continue to invest in interchanges under the Transport Access Program, assessing future priorities for car parks, facilities and interchange upgrades (page 312).
A transport system that meets the needs of all members of the community and enables them to access regional centres and services.	<ul style="list-style-type: none"> • Work with community groups, regional transport coordinators, local councils and local bus operators to continue to enhance the public transport system to make sure that it meets the needs of the region's residents and businesses. We will continue to integrate local and regional buses with rail services to create a seamless public transport network across the Southern region (page 237).
Western	
Improve rail services to Broken Hill.	<ul style="list-style-type: none"> • Continue to support and enhance a public transport infrastructure program that assists local councils in making country bus stops and rail stations safer, accessible, attractive places that comply with national disability access standards. This will enable more people to use public transport, provide greater confidence in using the system and improve customer travel experiences. In turn, this should encourage more people to use public transport (page 224). • Develop a Country Passenger Rail Services Strategy to deliver a better service outcome for people in regional and rural NSW. The Strategy will address issues around more convenient timetables, slow travel speeds, service frequency and other concerns and devise solutions to create a modernised regional rail service that is an attractive option for regional communities. A major component of the Strategy will be a program to acquire new rolling stock (page 223).