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## **ROAD ACCESS PRICING**

**Organisation:** Action for Public Transport (NSW)  
**Name:** Mr Jim Donovan  
**Date Tendered:** Monday 13 May 2013  
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# Road Access Pricing

NSW Legislative Council inquiry - May 2013

## Transport and Infrastructure Committee

Appearance by Action for Public Transport (NSW) Inc

1. Home page of the inquiry
2. Our submission
3. Error in our submission: in the Land Costs paragraph "~~now~~" should read "not"
4. Do we have permission to publish our submission on our website, intended as a permanent reference?
5. Section 90 of the constitution precludes State excises
6. Section 92 of the constitution requires interstate trade to be "absolutely free"
7. Example of cross-city tunnel toll, which effectively rewards drivers for going through the city
8. This inquiry is about a strategy which is to "acknowledge and complement the transport objectives detailed in the State Infrastructure Strategy and the Draft NSW Long Term Transport Masterplan". Maybe, but the master plan has contradictions and probably so does the SIS. For example, the master plan wants to support major centres but simultaneously amplify roads into the major centres, which would weaken those centres.
9. Now would be a very good time to start pricing road access, as we look very likely to have the same government for the next six years and possibly the next ten
10. A huge campaign of public education would be needed, specifying objectives carefully and explaining why pricing is the best way to achieve them
11. If you're a plumber, to take Hensher's example, plumbers from the other end of town will lose interest in jobs near where you're based and you'll end up travelling less. The last time I engaged a plumber, he came from about 50 km away to my job
12. Research published by Professor Hensher in 2012 says Sydney motorists are prepared to pay to reduce congestion and support public transport - <http://sydney.edu.au/news/84.html?newsstoryid=9509>
13. Toll possibilities include
  - Northbound toll on the Harbour Bridge
  - Southbound toll on the Eastern Distributor
  - Toll on the M4, preferably more for longer trips
  - No cashback on the M5
  - The eastern M5
  - The F5 between Crossroads and Narellan
  - The F3
  - The F6
  - Roseville Bridge
  - Tom Ugly's Bridge and the Captain Cook Bridge
  - Ryde Bridge
  - Spit Bridge
  - Mona Vale Road beyond St Ives
  - Alford's Point Bridge
  - Heathcote Road
  - Elizabeth Drive where it crosses the M7

Note that the above suggestions fall more heavily on the eastern suburbs than the west.

14. Heavy vehicle routes should be considered too, e.g. Aberdeen bridge
  15. Prof. Hensher's submission says the big challenge is the politics. We only need reduce trips by 6%
  16. 10000 Friends want tolls on all motorways, with no cashback
  17. Prof. Laird's submission draws attention to the need for full cost recovery from road freight.
  18. Australian Trucking Association's submission wants road charges hypothecated to roads. That is fallacious.
  19. NRMA's submission wants everyone to work flexi-time, plus 9 other measures that we also have already.
  20. What Victoria recommends "Managing Traffic Congestion", report dated April 2013 by their Auditor-General
  21. Blunden wrote a 1983 paper showing that congestion had positive value - it made road users spread the peak hours, resulting in road capacity being fully utilised for more of each day. Two types of congestion are discussed ... <http://www.aptnsw.org.au/blunden83.html>
  22. What Victoria does - the Napthine government is to start a tollway linking the Eastern Freeway to the Tullamarine Freeway. Its budget earlier this month promises hundreds of millions to start the tollway without giving a business case but gives only \$10 million to their metro rail project which Infrastructure Australia thinks is a higher priority. "The Age" editorial, 7 May 2013.
  23. Gittins' last word ... "The way to reduce traffic congestion and increase the capacity of city transport systems is to start charging for the use of roads and use the revenue to expand public transport." (SMH "Smart money rides on a knowing city" 8 May 2013)
  24. North Shore Times, 8 May 2013, .. NRMA wants more parking around Chatswood station and Hon. Gladys Berejikian says she'll think about it. This is the sort of knee-jerk planning that the transport master plan should have exterminated.
  25. Congestion Costing Critique by Todd Litman, Victoria [BC, Canada] which says that current methodologies exaggerate the cost of congestion .. [http://www.vtpi.org/UMR\\_critique.pdf](http://www.vtpi.org/UMR_critique.pdf)
  26. Productive Cities: opportunity in a changing economy - Grattan Institute paper by Kelly and Mares. The overview commends road use pricing ....  
<http://grattan.edu.au/publications/reports/post/productive-cities-opportunity-in-a-changing-economy/>
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