

**Submission
No 11**

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

Name: Mr John Aquilina

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Thank you for this opportunity.

In regards to dedicated T Ways, I would like to propose a change in usage that will provide a new income stream to the State Government whilst providing road commuters with greater route choices.

Currently the exclusive use of T Ways is regulated by a large network of Bus Lane cameras that digitally photograph every vehicle that drives past them. Registration plate details are sent to a processing centre and if the vehicle's registration is confirmed by the database as an "authorised bus" then nothing is done.

If the data-base identifies the digital image of the number plate is of a vehicle that is not an authorised user of the T Way then a infringement notice is efficiently processed and sent to the transgressor's registration address.

This instantaneous identification system that allows breaches to be identified & processed has cost the RTA an enormous amount of money to build, commission & operate. For the purposes of this submission, the committee should enquire about that cost from the RTA.

Exclusive T Ways should be made available to other Public Vehicle operators in a staged implementation.

The primary function of the T Ways to provide efficient progress of buses must be always protected. But T Ways are underutilised as a road resource and the secondary benefit of providing added toll income to the State Government should not be ignored.

There are three other public vehicle fleets on Sydney's roads that would react favourably to the choice provided by a change in T Way usage policy.

Keep in mind that this submission is made in regards to the exclusive T Ways & Bus Only routes & entrance/exit points that do not allow their use by these three other public vehicle fleets.

Consultation with stakeholders and the reprogramming of the existing data-base, would allow existing the camera network to easily carry out a tolling function.

Staged implementation would be important to ensure existing Bus services are not too badly affected. I propose the smallest public vehicle fleet of roughly 750-800 Hire Cars (Sydney Metro Wide) would be the first stage. Prior to these vehicles being allowed onto T Ways and through Bus Only Exit/Entrance points, contact should be made with the accredited operators and information regarding the rules of T Way usage be provided.

Hire Cars or any Public vehicle should not be given "automatic" entry onto T Ways. Only after a signed acknowledgement from the accredited operator that T Way usage is conditional upon certain rules, and that any authorisation given for T Way use will be stopped if misuse occurs.

If the trial period with Hire Cars goes successfully the TV registered charter buses should also be give the option for access. Perhaps a more expensive per sector cost for the larger buses could be developed to increase income further.

Regards

John Aquilina