

TRANSPORT PLAN FOR SYDNEY

February 21, 2010

Premier Kristina Keneally today released the ***Metropolitan Transport Plan: Connecting the City of Cities***.

It focuses on slashing travel times for western Sydney commuters, a North West rail link, an expansion of light rail, more commuter car parks, new ferries, air conditioned buses and trains.

It is a 25-year vision for land use planning for Sydney and a 10-year fully funded package of transport infrastructure for the Sydney metropolitan area and will deliver benefits for the Illawarra, Central Coast and Hunter.

Over 10 years, the plan comprises \$50.2 billion in spending; of that, there is more than \$7 billion in new or expanded transport infrastructure and services.

The plan is backed up by a 10-year funding guarantee and is consistent with maintaining the State's AAA credit rating and delivering value for money for the NSW taxpayer.

This is the first time that land use and transport planning have been integrated into a single, funded plan.

Under the plan, Transport and Planning Ministers would jointly approve major transport infrastructure, ensuring Sydney's transport needs are matched to growth. In addition, significant land use decisions will be made by both ministers.

Ms Keneally made the announcement following a specially convened State Cabinet meeting in Sydney today.

The NSW Cabinet decided to:

- **Stop work on the \$5 billion Stage 1 CBD Metro;**
- **Reallocate resources and funding to a range of other projects and transport plans over the next 10 years;**
- **Move swiftly to support the tenderers for the major construction contracts affected by the decision to stop the CBD Metro – saying they would be reimbursed for reasonable costs incurred; and**
- **Put processes in place to assist property owners and tenants who have incurred legal, valuation and other costs relating to property acquisition.**

"We've listened to the community and made a tough decision," Ms Keneally said.

"This is about re-allocating spending to where it is needed. Sydney is no longer one city.

"Sydney is a series of regional cities – Parramatta, Liverpool and Penrith – and accessible centres like Blacktown, Chatswood and Bondi Junction.

"This is about responding to the challenges of Sydney's growing population."

By 2036, Sydney is expected to grow by 1.7 million to a population of 5.98 million.

"The Metropolitan Transport Plan: Connecting the City of Cities is about getting people home from work as quick as possible. By 2016, 28 per cent of all trips to work will be taken by public transport."

The Premier's Plan – the ***Metropolitan Transport Plan: Connecting the City of Cities*** – includes:

- The \$4.5 billion Western Express CityRail Service – a separate dedicated rail track to slash travelling times from western Sydney to the city. It will achieve faster and more frequent services with a goal of up to 50 per cent more services and 17 per cent more passengers on the CityRail network on an average weekday. This will occur through:
 - Separating a dedicated track from all other traffic;
 - Construction of a new five kilometre priority tunnel –City Relief Line – will be built from 2015 in the city to separate western services from inner-city trains to provide shorter journey times;
 - Construction of eight new platforms to increase capacity at Redfern, Central, Town Hall and Wynyard to relieve congestion;
 - New express train services will be introduced for the Blue Mountains, Richmond, Penrith, Blacktown and Parramatta; and
 - Increase CityRail's capacity on all lines and allow the introduction of express rail services to western Sydney.
- Start of work on the \$6.7 billion North West rail link from Epping to Rouse Hill with six stations at Franklin Road, Castle Hill, Hills Centre, Norwest, Burns Road and Rouse Hill in 2017;
- A \$500 million expansion of the current light rail system – bringing its total length to 16.9 kilometres with up to 20 new stations and almost 10 kilometres of new track – a more than doubling of the distance of the existing route. The \$500 million comprises:
 - Road works and infrastructure;
 - 4.1 kilometres of light rail from Circular Quay via Barangaroo to Haymarket; and
 - 5.6 kilometres of light rail from Lilyfield to Dulwich Hill.
- Improvements to bus services – costing \$2.9 billion – which includes:
 - Roll out of 1,000 new buses in Strategic Bus Corridors in Sydney, Newcastle, Wollongong and the Central Coast;
 - Bus priority measures such as GPS traffic light priority; and
 - New STA and private bus depots.
- Over the next 10 years, \$3.1 billion for new trains and this is in addition to the 626 carriages on order;
- Creation of the new Sydney Metropolitan Development Authority to drive future transit-oriented development and urban renewal. Authority will be similar to the highly successful Redfern Waterloo Authority and Barangaroo Delivery Authority. It will be responsible for implementing the integrated metropolitan land use strategy and will report to the Minister for Roads and Transport and the Minister for Planning with its own board with a Federal Government representative.);
- A number of other transport related measures including:
 - \$158 million in cycleways – completing many of the city's high priority missing links;
 - More than \$400 million in commuter car parks; and
 - \$57 million Commuter Infrastructure Fund for local transport partnerships – such as improved and easy access for people with disabilities and more awnings and shelters at rail stations;
- \$225 million over 10 years for Sydney ferries, including six vessels;
- \$536 million for motorway planning, transit corridor reservations and land acquisition for future projects;
- \$483 million from State and Federal Governments to deliver important freight works in Sydney, including a NSW Freight Plan to increase productivity and secure jobs;
- State Government will continue to deliver \$21.9 billion of joint State and Federal funded road projects; and
- An historic partnership with the City of Sydney to develop a memorandum of understanding on public transport; movement on laneways and streets and planning issues such as pedestrian friendly areas and civic spaces.

To ensure that future State and Federal governments are still able to build high capacity public transport if and when they are needed, corridors and planning approvals will continue to be secured, such as metros.

The ***Metropolitan Transport Plan: Connecting the City of Cities*** builds on the MyZone announcement on February 1.

MyZone is a new fare structure and multi-modal system for greater Sydney to make using public transport fairer, simpler and cheaper. It is scheduled to commence on April 18.

The new fare structure applies across the entire CityRail, State Transit, Sydney Ferries and private bus networks in the greater Sydney region, including the Blue Mountains, Southern Highlands, Illawarra, Central Coast and the Hunter.

Consultation

The NSW Government wants to know what the community thinks about the initiatives outlined in the ***Metropolitan Transport Plan: Connecting the City of Cities*** plan.

The NSW Government will simultaneously undertake the first five year review of the Metropolitan Strategy.

Submissions and comments can be lodged at:

www.shapeyourstate.nsw.gov.au

Once the review of both documents has been completed, all feedback will be consolidated into a Metropolitan Plan to link our transport and land use planning.