

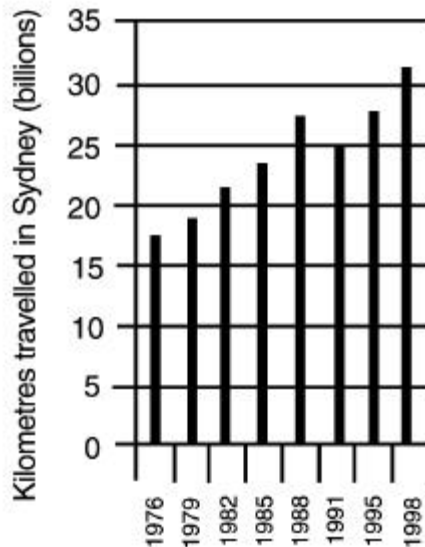
# TOTAL ENVIRONMENT CENTRE

## AIRING PUBLIC TRANSPORT

### FINAL RECOMMENDATIONS

February 2003

- Bring forward capital works on major public transport initiatives to increase capacity and service levels, including Parramatta to Chatswood, Strathfield to Hurstville and north-west Sydney rail links, turn around loop at Bondi Junction, doubling rail lines at certain stations, eg Redfern, Central, St James. Construction on these projects should begin by 2005.
- Independent cost benefit analysis of transport options to assess the actual cost of roadways including air emissions, health, stormwater and greenhouse gases, versus public transport.
- Adoption of the planner/provider model where mode agencies neither undertake planning nor broadly develop their own projects, or projects in association with the private sector.
- Light rail - CBD light rail extension prior to the cross city tunnel; light rail extension to Ashfield; Bay Light Express proposal (and prevent the sale of UNSW land which would block development of this system).
- EPA licensing of roadway stormwater pollution and best practice stack filters installed on all ventilated underground roadways.
- Additional revenue from - redirection of funds from the roads budget to public transport; applying a levy to developers and business who create transport demand in new fringe development areas; a beneficiary levy to link property value increases with sale of air space and commercial activity at stations; increased direct investment from the State Budget for public transport programs; and reintroduction of tolls on freeways and the introduction of a CBD toll for private vehicles.
- Introducing the inspection and maintenance (I/M) program for all vehicles based on regional I/M centres, to ensure pollution controls are operating as required at the time of registration.
- State government to develop detailed, long term sustainable transport strategy.
- Federal Government to inject significant funds into States' public transport funding.
- Improve frequency, reliability and accessibility on all rail and bus routes.
- Integrated timetabling to coordinate bus and rail services.
- Promote increased use of rail for freight transport. This should include a program to dramatically improve tracks and signalling.



Total vehicle kilometres travelled.  
Sydney, 1976 - 98.  
Source: ABS 1996; ABS 2000f

- Finalise Performance Assessment Regime (PAR) to improve private bus company service standards and performance criteria. Included should be improved frequency and destinations of bus routes, rather than lowest common denominator timetables and routes.
- Exclusive private bus operating rights should not be automatically renewable.
- License routes rather than bus companies so that routes can be shared between private companies. Boundaries of private bus companies should change so that all can access CBD hubs.
- Government to take over certain private bus routes, in particular those reducing service quality due to financial difficulties.
- Remove GST from bus fares.
- Percentage of petrol tax to go to public transport.
- Fast-track completion of Bus Transitways; ongoing review for light rail conversion.
- Promote light rail for transport across Sydney.
- Light rail should be favoured over Bus Transitways - better capacity and environmental outcomes.
- Rather than building new Bus Transitways, existing roads should be retrofitted and upgraded for bus lanes and B lights. Expand bus lanes and B lights beyond Sydney metropolitan area.
- Introduce integrated fares and ticketing.

- Extend concessions for government buses to private buses.
- Introduce fare equity across all regions, on both private and public routes, including availability of TravelPass concessions across all areas.
- Improve road pricing to reflect the costs of environmental impacts and congestion eg, congestion levy.
- Remove salary package rebates on tollways and vehicle kilometers travelled.
- Discourage vehicle packages offered by businesses and government agencies. Replace with public transport ticket rebates.
- Finalise metropolitan parking strategy. Remove parking space levy exemptions for retail shopping centers and educational institutions.
- State and local governments to work together to improve parking facilities at stations.
- Produce new edition of *Public Transport Directory* to provide more information to the public on public transport options and assist with trip planning. Make transport information freely available in all forms, not just through the internet.
- Major trip generators should be required to produce transport access guides for users.
- Rather than simply cater for increasing travel movements, governments should manage travel demand and implement education and awareness campaigns similar to Perth's TravelSmart program to promote sustainable transport use.
- RTA to produce detailed standards for roadwork designs that facilitate safe cycleways and walkways.
- Encourage walking and cycling as alternative forms of transport. Increase funding for local Councils' pedestrian access and mobility plans.
- Integrated transport/urban planning of new and redeveloped urban areas to ensure that effective public transport is ready for new or denser housing.

	1991	1997	% Change 1991-97
<b>Population</b>	3,569,000	3,822,000	7.1%
<b>Total VKT</b>	64,038,000	79,106,000	23.5%
<b>Ave VKT pp/day</b>	17.9km	20.7km	15.3%

Vehicle kilometres travelled by residents of the Sydney statistical division on an average weekday, 1991 - 1997.

- Integrate urban planning so that public transport, cycle-ways and walkways be levied or required to be included in infrastructure of new developments.
- Off-road cycleways to be built at time of road building.
- State government should fund and work with local governments to initiate pilot projects for off-road cycleways.
- Public transport to be made bicycle-accessible.
- Levies to raise funds for public transport to be required for all re-developments in CBDs as well as for new developments.
- Costing comparisons of road and public transport should include maintenance and upgrades of roads to make comparisons fairer. Environmental costs should also be included in roads costings.
- Improve platform information on changed or terminated routes and provide alternative transport to substitute for terminated routes.
- Make all stations continuously accessible for disabled passengers with ramps and lifts that operate outside rail staff working hours.
- Improve human security presence on platforms, not just CCTV on platforms and security guards in carriages.
- Decentralise economic development – move employers to where people are rather than the other way around.
- Expand parking facilities at all key stations.
- Encourage car-pooling.

For more transport policies see [www.tec.org.au](http://www.tec.org.au) - Clean Air Campaign and [www.envote.info](http://www.envote.info)

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