



Barry O'Farrell MP Premier of NSW Minister for Western Sydney

MEDIA RELEASE

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REBUILDING NSW: 20-YEAR VISION FOR TRANSPORT

The NSW Government today released its 20-year vision to deliver the State a world-class public transport, roads and freight network.

Premier Barry O'Farrell said this was the first time NSW would have an integrated transport plan which included all modes of public transport, roads, freight, cycling and walking.

"This is a plan for the whole of NSW developed with the people of NSW and it will deliver for major cities and rural and regional areas," he said.

The draft Long Term Transport Master Plan includes more than 200 short, medium and long term actions and recommendations.

"While we are planning properly for the future, we are working hard today, and have made great progress on the North West Rail Link, Opal electronic public transport ticketing, and the widening of the M5 west," Mr O'Farrell said.

"We have more than \$53 billion earmarked for transport and roads infrastructure and services over the next four years."

Minister for Transport Gladys Berejiklian said an evidence-based, integrated transport plan was badly needed in NSW.

"For too long transport planning in NSW has been piecemeal and political – we want to turn that around so taxpayers' money is appropriately spent, and transport infrastructure is properly planned and delivered," Ms Berejiklian said.

"Our State has suffered because of shameful waste on transport projects which were never delivered, including the failed Rozelle Metro which saw \$500 million down the drain.

"This Government is getting on with the job of investing in crucial public transport and roads infrastructure and services in the short term, but we are also doing the detailed work to look ahead and ensure every decision we make fits into the bigger picture.

"The draft plan builds on Sydney's Rail Future – which includes the North West and South West rail links, a second harbour rail crossing and a new CBD line, providing the foundation for 60 per cent more trains in the peak – to deliver an integrated public transport network for greater Sydney and essential links for regional areas."

Minister for Roads and Ports Duncan Gay said the draft plan identified 19 future transport corridors which is work that will benefit generations to come.

“Unfortunately the fact that this corridor preservation was not done in the past significantly adds to the cost of major projects we are building today,” he said.

“We’re committing to completing Sydney’s missing motorway links and investing heavily in the bush on key road links like the Pacific and Princes highways.

“We’ve listened closely to what people have had to say and we’ve come up with a draft plan that’s deliverable,” Mr Gay said.

Following the completion of the final Long Term Transport Master Plan, the Government will develop transport plans for 10 regions, and integrated modal and freight strategies.

The draft Master Plan has been drawn up based on extensive consultation which included:

- More than 1200 submissions on the discussion paper;
- Advisory groups – representing customers and community, local government, industry and transport specialists plus, in addition to freight customer consultation;
- More than 65,000 hits on the master plan website and 8,500 discussion paper downloads;
- 14 regional forums across the State involving more than 1000 participants, both Ministers and senior Transport for NSW staff;
- Discussions with more than 130 key stakeholders;
- A dedicated 1800 phone number and Twitter feed.

The full 370-page draft Long Term Transport Master Plan and a summary are available at www.transportmasterplan.nsw.gov.au. Comments are due by 26 October 2012 and the final plan will be released later this year.

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ATTACHED: Draft master plan summary.

Highlights of the draft master plan include:

SYDNEY

- Sydney's Rail Future – a once in a generation modernisation of our metropolitan rail network, including investment in network capacity, North West and South West rail links, more frequent services and faster journey times, a second tunnel under Sydney Harbour as part of a new CBD rail link and the establishment of Sydney Trains to provide better customer service;
- A redesign of the city's bus network to a highly integrated network that gives customers more choice and more frequent services, including a new Bus Head Start program to provide more services to the North West and South West Growth Centres, along Strategic Bus Corridors, and a shift towards high capacity bus rapid transit or light rail for busier corridors;
- A detailed feasibility study for new bus interchanges in the Sydney CBD to reduce congestion;
- A long term plan to complete critical links in Sydney's Motorway network, with Infrastructure NSW to advise on the next major project. Projects identified include M5 East motorway expansion, the M4 extension, the Inner West Bypass, the F6 corridor, and the F3 to M2/Sydney Orbital connection;
- A program of work to expand capacity on Sydney's six most congested corridors, including road, rail and bus improvements such as bus rapid transit for the Northern Beaches and along Victoria Road.
- Build light rail in the CBD, subject to ongoing feasibility work, construct the Inner West Light Rail Extension, and continue investigations along other corridors through the Light Rail Strategic Plan;
- A Barangaroo Ferry Plan that will improve ferry services to the CBD;
- A new integrated electronic ticketing system, Opal, and other measures to integrate and align Sydney's transport networks;
- New ferries, trains and buses;
- Investing in the cycling network around Sydney's urban centres and the CBD;
- Improved pedestrian infrastructure, including better direction at interchanges and priority at signalised intersections;

REGIONAL

- Rural highway upgrades, including a significant investment in the Pacific Highway and pinch points on the New England, Newell, Princes, Great Western and Golden highways;
- Establishment of NSW Trains and the development of a Country Passenger Rail Services Strategy to improve regional NSW rail connections;
- Better bus services for regional towns and growing regional cities, focused on more frequent services, wider network coverage and better integration with other travel modes;
- A renewed focus on improving and strengthening the community transport sector;
- Initiatives to move regional freight more efficiently, including a Bridges for the Bush program to replace and upgrade bridges to address constraints on High Mass Limit routes;
- The Growth Centres Roads Program to upgrade major roads in growing regional centres to improve travel times and reliability;
- A program of town bypasses for regional centres to reduce heavy truck traffic through town centres based on priorities developed in consultation with the regions and based on defined criteria;
- Working in partnership with local councils to identify important rural roads for freight;
- A new 10 year Road Safety Strategy with a major emphasis on reducing fatalities and injuries on country roads.