



17 July 2015

Sydney Metro City & Southwest review
Transport for NSW
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BusNSW Submission to Sydney Metro City & Southwest review

BusNSW is the peak body for the NSW private bus and coach industry whose members provide essential services on a daily basis and provide a key interface with the travelling public. The BusNSW mission is to foster the efficient and sustainable growth of public transport in NSW, and to promote the benefits of bus and coach travel.

Buses and coaches play a vital role in delivering public transport in NSW and in conjunction with other public transport modes have a positive impact on congestion, the economy, reducing social exclusion, improving health and safety, reducing pollution, and improving energy security.

BusNSW recognises that the Sydney Metro is Australia's largest public transport project and aims to transform Sydney, delivering more trains and faster services for customers across the network. BusNSW Members provide regular passenger services and tourist/charter services in the areas that will be serviced by the new Sydney Metro standalone railway network.

BusNSW understands the NSW Government's previous commitment to the North West Rail Link (now Sydney Metro) and supports the project. BusNSW also appreciates the briefing it received from TfNSW in June 2015.

Whilst BusNSW does not have any definitive view on the alignment and stations for the project, we strongly advocate that decisions consider the use of bus services for the home to rail journey, and that Government avoid building commuter car parks which promote car travel and increase congestion around stations at peak times.

In the “*Key Features - Project Snap Shot*” there is no mention of integration with Bus Networks other than “fast and easy changes”. An integrated public transport solution is required to reduce congestion in Sydney.

BusNSW would like to see an integrated plan of how bus networks will interact with the Sydney Metro based on whole of journey principles. This should include details of infrastructure at train stations that cater for future as well as existing bus passenger movements. There are unfortunately too many examples where the facilities for buses to service passengers at railway stations have been inadequate from initial construction. This includes bus pick up and set down bays, bus layover areas, as well as bus driver facilities for breaks. Buses service large geographic areas taking passengers to and from their destinations, which often includes connections with the rail system.

The Bureau of Transport Statistics Household Travel Survey 2012/13 indicates that more people travel on bus than trains (on an average week day) and the design of the public transport network for Sydney with the addition of the Sydney metro needs to ensure bus priority, bus infrastructure and coordination of timetables across modes takes into account the broader coverage and the large transport task buses provide.

The need to ensure proper integration between bus and rail and a positive customer experience should be supported by service contract settings that do not penalise operators for late running by waiting for passengers from the rail system.

BusNSW again thanks TfNSW for the opportunity to comment on this review and we look forward to further consultation on the Sydney Metro Project.

Regards



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