



Smarter public transport for NSW

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The Mini-Budget provides a platform for smarter public transport including the delivery of an extra 300 buses, \$370 million worth of extra train carriages and storage, and \$1.8 billion allocated for a Sydney Metro system.

Minister for Transport, David Campbell said the Government had to make some tough decisions and that is what has been done.

"These are realistic transport solutions that will secure transport networks for the future, while delivering extra capacity that will make a difference to commuters in the short term," Mr Campbell said.

"Tough decisions have been made as part of this Mini-Budget process and what we now have is an affordable and achievable timetable for improvement.

"Transport is a key priority for this Government and this is reflected in the targeted spending on road widening projects, delivery of extra buses, extra train carriages and the Metro system."

Mr Campbell said the Mini-Budget was focused on increasing capacity and delivering better services for people who use the transport network. Key investment includes:

- \$1.8 billion towards the Sydney Metro system, including the redevelopment of Central Station to allow for swift interchange between different modes of transport;
- \$370 million for additional outer suburban carriages – OSCARs, – and stabling, to come into service from 2010;
- \$170 million over two years for an additional 300 buses to be rolled out from 2009;
- \$115 million to fast track the delivery of 150 articulated buses;
- \$56 million for additional commuter car parks to be delivered at train stations across suburban Sydney, the Central Coast, Illawarra and the Blue Mountains; and
- \$56 million to deliver better frontline customer services for City Rail travellers.

Mr Campbell said differential tolling and increases to the parking space levy would help fund the 300 extra buses and additional commuter car spaces, respectively.

"This is a sensible budget, which ensures that NSW will not fall behind, despite the global economic troubles around us.

"This budget is not only about delivering better transport services, it's also about injecting investment and boosting the economies of regional communities.

"The OSCAR carriages will be built in the Hunter while new commuter car spaces will stimulate construction work in local centres."

The delivery of a smarter transport network means solutions for the short term and the long term.

"The short term gains are obvious, with more buses, more train carriages and more commuter car parks to ease crowding on our busy public transport routes and reduce the number of cars travelling into the CBD," Mr Campbell said.

"In the longer term, widening the Iron Cove Bridge will feed more buses along Victoria Road into a new transport hub at Rozelle which will connect with the CBD Metro, transporting commuters into the city.

"This will ease traffic congestion by providing a metro line into the CBD that will free up space on peak hour CityRail services into the City.

"This is about putting in place real options for people that will make a difference to their daily commute.

"The Government is pushing forward with the Sydney Metro system allocating initial funding, building its case to Infrastructure Australia to support the development of this critical piece of infrastructure in Australia's only global city."

Mr Campbell said some very difficult decisions were made in the Mini-Budget process including deferring the North West Metro project and implementing a staged delivery of the South West Rail Link.

"There is no doubt that people in the city's north west will be disappointed but at the same time it is not reasonable to wait until 2017 to deliver transport relief," he said.

"Deferring the project was one of the hardest decisions we had to make but it was the right decision, and the honest decision.

"Put simply, the money was just not there to build it.

"100 extra buses on the key routes into north west Sydney will be delivered from 2009, providing better services and taking more cars off the M2."

Mr Campbell said streamlining CityRail services was also a priority, with savings to be delivered through changes to maintenance and cleaning services.

Savings measures include:

- Up to \$10 million per annum to be saved through the benchmarking of maintenance services against the private sector;
- Up to \$30 million per annum to be saved by outsourcing cleaning services on the CityRail network; and
- Up to \$20 million per annum to be saved by reforming RailCorp's bureaucracy.

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