



## **CBD Mobility Forum**

# **Summary of Submissions**

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# Introduction to Submissions

- 98 submissions were received from a range of people:
  - Individuals (more than half), Advocacy Groups
  - Transport Consultancies and Academics
  - Operators, Industry Groups and Transport Industry Associations
  - Local Councils and Members of Parliament
- All submissions contained ideas for immediate action
  - All are for discussion this afternoon
- There were some areas where the ideas diverged
  - eg the role of price in demand management, and prioritising access to road space (buses, pedestrians, cars, cycles...)



# Optimising existing capacity

## Spreading demand into off-peak times

- Restrict certain journeys to certain times (eg freight deliveries)
- Encourage flexible working hours

## Greater occupancy of vehicles

- Car pooling
- Restrictions on parking (on/off street)
- Multi hire taxis, jitneys

## More use of existing lanes for journeys

- Clearways
- Reduce on street parking
- Restrict loading zones/street deliveries
- Contra flow lanes
- Additional bus lanes

## Encourage public transport use

- Public transport service, reliability and frequency
- Local park and ride facilities
- Land use planning



# Mobility within the CBD

## Easier local journeys and pedestrian mobility

- Reduce speed limit on CBD roads
- Intersection light phasing, countdown crossings
- Scramble crossings
- Transit/pedestrian mall and green corridors
- Light rail loop or bus loop
- Free city bikes and dedicated cycle ways

## Unblocking road congestion in the CBD

- Establish drop off zones
- Remove/reduce on street parking
- Develop a loading strategy (times, locations etc)
- Dynamic signage about parking availability
- Additional bus lanes and bus priority
- Reduce queuing across intersections
- Make all PM peak buses cashless

## Reducing traffic entering the CBD

- Light rail loop/bus loop to allow bus services to terminate at fringe
- More use of the Cross City Tunnel
- CBD fringe park and ride
- 'through route' more buses



# Mobility on Corridors to the CBD

## Greater Bus Capacity

- Additional bus lanes
- Bus priority measures
- Additional buses

## Better Connections to corridors

- Jitneys or local buses to transport nodes
- Park and ride facilities
- Timetable alignment
- Integrated ticketing

## Faster movement along road corridors

- Iron out pinch points
- Cashless motorway tolling
- Better transport co-ordination along corridors

## Major Infrastructure to create more capacity

- M4 East
- F3-Sydney Orbital
- F6
- Parramatta River Crossing



# PT Capacity/Price Mechanisms

## Investment to optimise existing capacity

- Extend existing light rail
- Bus priority measures and additional buses
- Automatic Train Protection
- Ferry shuttle or loop services

## Investment in new capacity

- New Metro rail lines
- Additional Cityrail capacity
- Additional light rail routes/light rail CBD

## Reduce car volumes in busy times/locations using pricing

- CBD cordon charge
- Increase costs of parking
- Variable tolling (time of day)
- Peak/off peak Port pricing
- Peak/off peak public transport pricing
- Adjustment to Fringe Benefits Tax
- 'High Occupancy Vehicle' lanes



# Integrated Approach to Transport Information and Planning

## Access to real time information about delays and travel times

- Variable message screens with traffic information
- Traffic information on satellite navigation
- Roll out Public Transport Information and Priority System

## Integrated incident management to speed up accident recovery

- Establish a joint operation centre to improve communication
- Police protocol/road rules to get damaged vehicles off the road faster

## Co-ordination across transport modes and greater convenience for passengers

- Integrated transport planning body
- Alignment of public transport timetables
- Alignment of fares across public transport
- Integrated public transport ticketing
- Better passenger information
- Common public transport branding

