

MEDIA RELEASE

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NSW DRAFT TRANSPORT PLAN PASSES THE TEST

The New South Wales Government's draft transport master plan provides a strong analysis of future transport requirements and puts in place a logical plan to deal with growth, including the identification of a network of transport corridors to be protected for future use, says [Infrastructure Partnerships Australia](http://www.infrastructure.org.au).

"The master plan avoids the pitfall of focussing only on new project announcements and examines how, where and why future transport projects will be needed," said IPA Chief Executive, Brendan Lyon.

"The deep examination of longer term requirements and identification of key transport corridors in Sydney and across NSW will inform and guide *Infrastructure NSW* in its State Infrastructure Strategy and allow the State to ensure future transport options remain open.

"One of the reasons that NSW is falling behind on transport is because corridors have not been protected from other uses.

"Projects like Sydney's M4 East, M5 East and a solution to the northern beaches corridor have been made much more expensive, because the surface land was lost to housing and other uses, forcing costly tunnelling.

"We need to avoid the mistakes of the recent past and recapture the vision and ambition that saw the land for Sydney's modern motorway network protected more than 60 years ago.

"NSW must invest in new projects immediately, but the Government would be serving future generations poorly if it doesn't identify long-term need and protect the land that's required.

"The plan's strong focus on integrating across and between transport modes is critical.

"Commuters are less likely to catch public transport if they spend large periods of time waiting at a bus or train station for a connecting service.

"The integration between bus, rail and other modes also begins the process of reengineering Sydney's transport networks away from its current hub and spoke configuration, which unnecessarily draws commuter journeys through the CBD.

"Connecting between major growth centres without accessing the CBD is part of a suite of changes that will be needed to cater for Sydney at 7.5 million people.

"NSW needs to resolve where population growth will occur, the demand for passenger and freight transport that growth will generate and put in place a logical strategy based around projects and corridor protections to accommodate those requirements.

"Of course, funding remains the challenge.

"In the medium term, we need to look at how changes to pricing, land use, the engagement of the private sector and user pays models can all play a part in the mix of solutions needed.

"Getting the job done will require the sale of assets in the near term, together with a focus on budget reform and a fresh look at how user pays models like road pricing can help fund major projects in the medium term."

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