

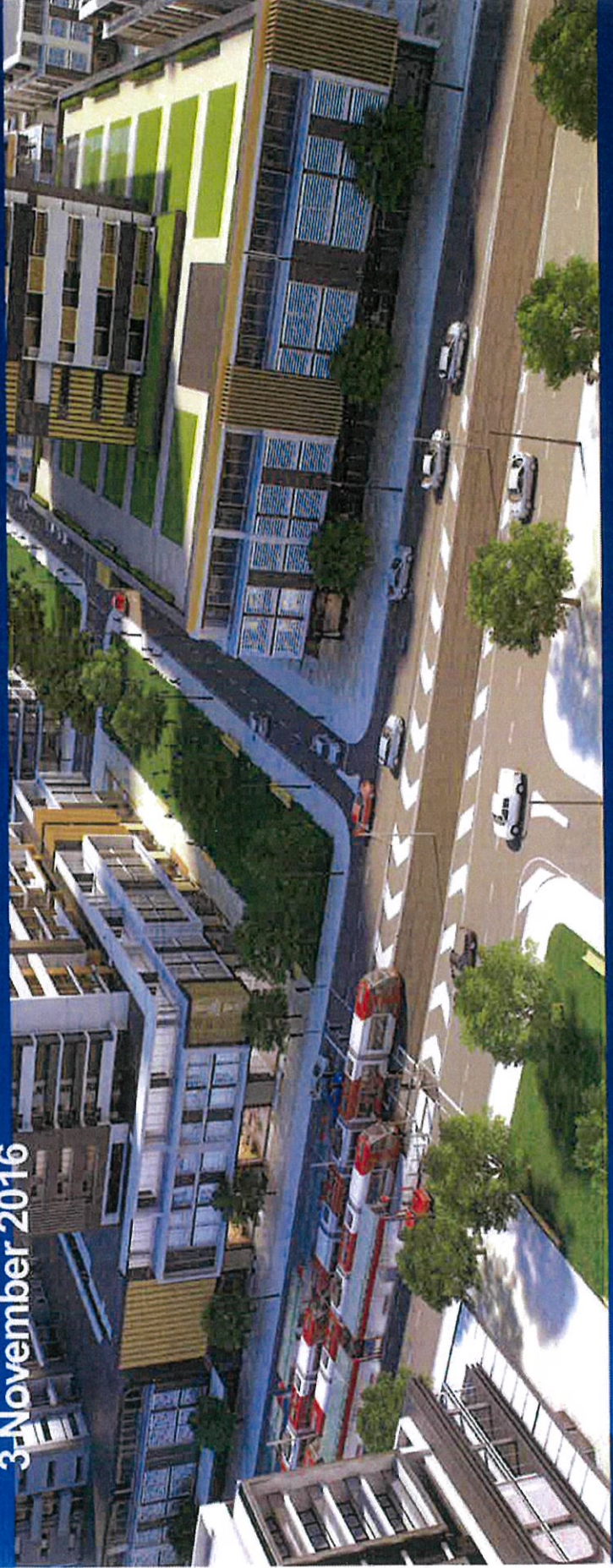


Transport
for NSW

Parramatta Road Intermediate Transit

Risk Workshop

3 November 2016



CABINET IN CONFIDENCE

PRIT

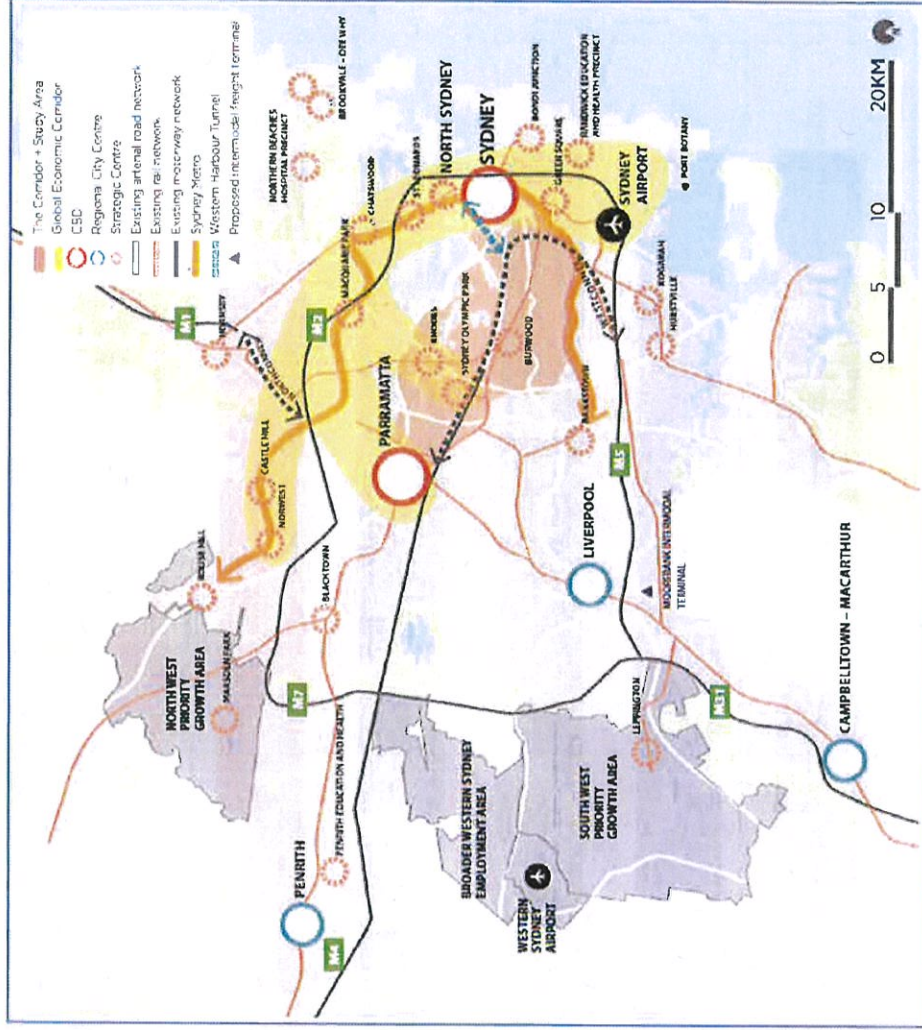
Purpose: Catalyse urban regeneration of Parramatta Road through
Improved local and intermediate surface transport network

Scope: Improved trunk intermediate public transport services
Redesigned bus network
Associated enabling network changes

Timing: 2019: incremental bus improvements
2023-25: improved trunk services and network changes

PRIT project context

- 2013: NSW Government announces urban revitalisation of Parramatta Road corridor, and provision of bus lanes, in association with WestConnex
- 2014: UrbanGrowth NSW releases draft Parramatta Road Urban Transformation Strategy (PRUTS)
- 2014: State Infrastructure Strategy includes funding reservation for BRT and bus priority on corridors potentially including Parramatta Road
- 2015: Sydney CBD to Parramatta Strategic Transport Plan identifies regional, intermediate and local interventions to meet Parramatta Road Corridor challenges
- 2016 (current): TfNSW is completing strategic planning for Parramatta Road surface public transport improvements and staging.



Why PRIT project?

- **Poor public transport service levels and customer experience:**
 - Overall customer satisfaction score of 78 per cent; lowest score of Sydney's 15 bus regions
 - Average bus speeds are significantly lower than best practice Western Sydney T-way (14kmh compared to 25-30kmh).
- **Increased congestion:**
 - One of six most constrained corridors in Sydney (NSW Long Term Transport Master Plan)
 - Parallel T1 Western Line, T2 Inner West Line, Inner West Light Rail, and existing Corridor bus system will be unable to accommodate already projected growth.
- **Poor-quality urban form:**
 - Congestion, poor access and fragmented land ownership have resulted in degraded urban form
 - WestConnex will attract longer-distance motor vehicle trips and heavy freight movement away from Parramatta Road Corridor and will catalyse urban renewal – subject to other initiatives taking timely advantage of this opportunity.
- **Lack of public transport capacity for future growth:**
 - Corridor public transport performance will deteriorate at faster pace as population increases
 - Based on LU14 data, for the Burwood to Sydney CBD On-Street Rapid Transit (BSORT) B-Line SBC forecasts: by 2031 Parramatta Road Corridor population will grow by 220,000 residents and 80,000 workers, with most growth set to occur in five (of eight) Parramatta Road Urban Transformation Strategy precincts between Burwood and Sydney CBD.

PRIT: Consistent with Government priorities

NSW Premier's Priorities, A Plan for Growing Sydney, Long Term Transport Master Plan, Sydney's Light Rail Future and Sydney's Bus Future:

- Including investigation of Light Rail Transit (LRT) or Bus Rapid Transit (BRT) on major established routes.

Rebuilding NSW State Infrastructure Strategy (2014 update):

- Reservation for BRT and bus priority infrastructure on key corridors including Parramatta Road.

Sydney CBD to Parramatta Strategic Transport Plan:

- Following WestConnex M4 East, new priority bus measures will be implemented along Parramatta Road subject to road space availability
- Provision for public transport plus two general traffic lanes will be maintained in each direction.

WestConnex M4 East Conditions of Consent:

- Following WestConnex M4 East completion, at least two lanes of Parramatta Road from Burwood Road to Haberfield to be used for public transport.

Stage 2: PRIT

Recommended scope

- High-frequency LRT service between Burwood and Sydney CBD
- Reduction of stops from 35 (existing) to 15 'superstops'; 770m average spacing compared to 300m currently, and 570m for Rapid Bus Route
- Bus network redesign to improve efficiency and accessibility through:
 - Removal of duplicated bus services to create trunk and feeder network
 - Improved north-south connections for better cross-regional and local access.

Stage 2: PRIT

Performance compared with Reference Case

Metric	Reference Case (2031)	LRT (2031)
Public transport customer demand – network-wide	450,000	Approximately 2,500 additional
Public transport customer demand – trunk route	3,800	5,200
Public transport capacity	Existing constraints include CBD capacity	Spare capacity remains in 2031, based on 67m vehicles at 15 services / peak hour
Public transport travel time and speed	39 minutes at 16kmh (including stopping)	17 minutes faster at 27kmh
Public transport reliability	2.9 minutes (standard deviation from mean)	1.4 minutes
General traffic travel time and speed	43 minutes travel time at 14kmh	5 minutes faster at 17kmh (mode shift effect)
Traffic network level of service	11 intersections operating at Level of Service E or F	14 intersections operating at Level of Service E or F (primary constraint is City Road / Broadway)