

Submission by the City of Sydney

**Senate Standing Committee on Rural and Regional
Affairs and Transport**

Public Transport Infrastructure and Service Inquiry

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Sustainable Sydney

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Introduction

Sydney's capacity to drive the national economy has never been more important. Economic activity generated by the City of Sydney local government area was estimated at \$74 billion in 2007/08, representing over 8% of the Australian economy and one-quarter of NSW's GDP. The Federal Government has quickly responded to the global financial crisis with a massive economic stimulus package intended to shelter Australia from the devastating impact being felt in the US, UK and Europe.

Investing in city infrastructure to stimulate the economy and secure capacity for future growth makes good sense at this point in the economic cycle. At a time when we also need to urgently tackle global warming, investing in green infrastructure to facilitate a transition to a new lower carbon economy is a priority.

The State Government's commitment to investing in new public transport infrastructure such as the new CBD metro line is welcome. This is infrastructure that will both reduce greenhouse gas emissions and, at the same time, make Sydney a more efficient and competitive global city. This is also the focus of the City's work last year on the Sustainable Sydney 2030 vision, which aims to secure Sydney's position as a globally competitive, globally connected and environmentally sustainable city.

The extensive research and analysis undertaken for Sustainable Sydney 2030 provides a solid foundation for fast-tracking investment in Sydney's future. The global financial crisis underscores the need to be smarter and more strategic in how we invest in, plan and shape Sydney's future.

Sustainable Sydney 2030 identifies transport investment as critical to Sydney's future and as the engine room of the nation's economic future. Sydney is facing increasing traffic congestion, which inhibits economic growth. The Bureau of Transport Economics estimated that, by doing nothing, the cost of congestion would rise from about \$3.6 billion a year in 2005 to \$8 billion a year in 2020. The associated health and environmental costs across Sydney are estimated at \$1.4 billion a year.

Greenhouse gas emissions must begin to decline steeply over the next decade, with public transport critical to achieving reductions to minimise dangerous global warming that leads to climate change. Sydney lags behind comparable global cities and other Australian cities in renewing and expanding its public transport infrastructure. Policy and funding must give priority to the expansion of healthy and low emission transport modes, including cycling, walking and public transport.

The City of Sydney has over 160,000 residents and 370,000 workers coming into the area daily. State Government targets include an additional 48,000 dwellings and an extra 97,000 jobs by 2030. However, road congestion is at crisis point, buses crawl through central Sydney, and inner city train stations are at or near capacity. With a predicted 20 per cent increase in population and employment in inner Sydney by 2021, work on new sustainable transport infrastructure must urgently commence.

The 2005 Federal "Sustainable Cities" report, which received bipartisan support, stressed the critical role that an accessible and sustainable transport system plays in maintaining Sydney's economic, social, and environmental security. The report stated that transport in our cities requires a web of travel directions and nodal hubs, which can be achieved only if alternative modes, such as train, tram, pedestrian and cycling are well serviced. The report identified light rail as an overlooked mode of transport, despite both its health and economic benefits.

The City of Sydney believes that light rail and cycling infrastructure provide the opportunity for vital and quick gains, with three priority projects critical in the short-term:

- **Green Loop Light Rail**, connecting central Sydney and the Green Square Urban Renewal Area;
- **City Centre Loop Light Rail**, providing effective and reliable transport through central Sydney to support productivity and revitalisation; and
- **Inner Sydney Strategic Cycle Network**, in partnership with NSW Department of Environment and Climate Change, NSW Roads and Traffic Authority, and 14 adjacent Local Councils.

Light rail for the CBD and inner suburbs is a viable, sustainable public transport solution that is supported by transport planning experts, environment groups, local councils, residents and the business community. Light rail moves high volumes of passengers, with one carriage equivalent to three laden buses or 50 laden cars. It is also quieter, faster and cleaner than buses or cars, and it has obvious environmental benefits of reducing road congestion, traffic volumes, and noise and air pollution.

With lower traffic volume, the City would have room for wider footpaths, street trees and pavement cafes, which would encourage increased pedestrian and retail activity.

Light rail expert Gary Glazebrook calculates that, in contrast to buses in the city, light rail will lead to long-term savings in operating costs. In his proposal prepared for the Council of the City of Sydney, he recommends a light rail network of five major lines emanating from the CBD to surrounding residential areas of high population, and that it should be co-ordinated with heavy rail and buses in outer suburbs. His report reviewed 49 reports that have been commissioned by Government and analysed mass transport services in over 100 other world cities whose population or situation is comparable to Sydney. In the United Kingdom, Europe and even in the United State of America, the home of the motor car, hundreds of cities have been reinvigorated and transformed through modern light rail and similar mass transit systems. If it works for other cities facing similar issues, it can work for Sydney too.

With Commonwealth funding, an effective light rail could be quickly implemented - providing significant sustainable transport improvements - within three to five years.

1. Background

The City of Sydney Local Government Area (LGA) covers approximately 26.15 square kilometres. It includes the Central Business District (CBD) and the Green Square Urban Renewal Area which is central Sydney's largest and most accessible growth district and the nation's largest urban renewal area.

The City in a National Context

Based on industry-mix and relative occupational wage levels, it is estimated that Economic Activity (GDP) generated in the City of Sydney in 2007-2008 was approximately \$74 billion. This represents over 8% (nearly one-twelfth) of the total national Australian economy, over 30% of the Sydney metropolitan area and almost one-quarter of NSW's GDP.

Put into perspective, this is larger than the economies of South Australia and Tasmania combined.

Most importantly, the majority of this economic activity is in those industries dominant in the global economy, including Business and Financial Services and Telecommunications.

The City is also Australia's iconic face to the world and its international visitor flag-bearer. Over half of all international visitors come to Sydney and two-thirds of international business visitors. According to the International Visitor Survey, seven of the top ten most popular attractions in Australia are in the City of Sydney LGA, headed by Sydney Shopping and the Opera House.

Consequently, the City is the prime driver of the Australian economy. In the past decade, the City's economy grew at a rate which averaged over 1% more than the Australian average.

The City in a Metropolitan Context

In the period 1996-2001, the City of Sydney absorbed a massive 28% of the entire Sydney metropolitan employment growth. This rate of employment growth in the City was double its current share of Sydney employment (14%). This employment growth supported and encouraged an exceptional renaissance of inner-city living.

Since 1996, the resident population of the City of Sydney has increased by just under 50,000 people (over 40%) and by more than 20,000 since the last Population census in 2001. In August 2006, the ABS census recorded the resident population at 156,573.

This rapid growth is expected to continue into the immediate future with the resident population set to increase to 180,000 in 2009, a further increase of 30,000 or almost 20% higher than the June 2004 estimate.

Given its location as the economic and cultural heart of the Sydney metropolitan area, the City of Sydney is highly and densely urbanised. Its land is intensively used for a variety of purposes including residential and commercial use as well as tourist and cultural attractions, and parks and open space. Indeed, it is home to the highest commercial and residential densities in Australia. This intensity of land-use very much determines its built form.

Given its density, most floor space in the City of Sydney is used for commercial purposes, devoted to financial, retail, tourism, entertainment and other business services. It is estimated that there are over 20,800 business establishments in the total LGA.

There are over 15 million square metres of built form within the CBD. Over 5.3 million square metres of internal floor area is devoted to office uses. This is the largest CBD office market in Australia and well within the top 20 world-wide.

Workforce of the City of Sydney

It is estimated that employment for the current City of Sydney LGA totals approximately 370,000.

More than 40% of the City's workforce is in a Professional occupation with 52% employed either as Managers or Associate Professionals. The proportion of these skilled workers has increased significantly in the last decade.

Almost 40% of the City workforce was born overseas, with one-third of overseas born workers coming from Asia. A further 18% were born in UK and 9% in New Zealand.

Visitors to the City of Sydney

In the year to December 2004, 2.4 million international visitors came to the Sydney Metropolitan area. This represented more than half of all international visitors to Australia. Accommodation establishments in the City of Sydney LGA provide almost 60% of all rooms in the Sydney metropolitan Tourism Region.

In calendar year 2004, annual room nights occupied in the City of Sydney totalled an estimated annual 5.3 million. This room night demand represented an increase of over 200,000 or 4.1% over 2003 and industry experts forecast demand to expand by an annual average of 4.4% over the following seven years.

In addition, to these overnight visitors in hotels and service apartments, it is estimated that a further 400,000 people travel to the City on any day to shop, be educated, conduct business with firms in the City, or simply to be entertained. This is in addition to the City's 370,000 daily workforce.

2. Submission addressing the Terms of Reference

(a) An audit of the state of public passenger transport in Australia

The City of Sydney broadly supports the NSW Government's infrastructure audit submission and its areas of focus, particularly its emphasis on improvements to Sydney's public transport system. We are working in partnership with the NSW Government to deliver on local, state and national issues.

Sydney's heavy rail network is the backbone of our public transport system. It is unable to cope with increased demand as our population grows.

The NSW State Government's June 2008 submission to Infrastructure Australia (page 26) outlines the network and capacity constraints that impact on Metropolitan Sydney's rail network. The submission states that, even with planned additional rail capacity enhancements, passenger demand during the peak period will exceed infrastructure on some sections of the network, particularly on the main western line.

The submission states that from May 2009, the western line between Strathfield and Central will reach capacity with no scope for additional services on the various routes using the line. The line provides long-haul commuter service to Penrith and the Blue Mountains and also commuter services to the outer suburbs of Liverpool to the south, Richmond to the north-west, and north to beyond Hornsby via Strathfield.

The State Government has sought Infrastructure Australia funding for its Metro West proposal which would provide needed relief for this heavily used rail line.

Expansion of the existing light rail network which services the densely populated inner city areas would also provide much needed relief to the congested main west rail line. Light rail can be provided at a lower cost and within a shorter timeframe than a new metro line.

The CBD's heavy rail network is at or near capacity with platform congestion on Town Hall and Wynyard stations creating a major safety concern. While the State Government's proposed CBD Metro will relieve some of this congestion, it does not address other rail capacity issues affecting the Sydney CBD.

The CBD also suffers from bus congestion, with many services coming across the Sydney Harbour Bridge as well as buses using the heavily congested Parramatta Road, City Road, Oxford Street, Anzac Parade and Victoria Road routes.

Late last year the State Government started a free shuttle bus in the CBD between Central and Circular Quay along George and Elizabeth Streets. The service only operates in between the peaks and both George and Elizabeth Streets are rapidly reaching capacity for buses with no realistic option to provide additional capacity.

Traffic is congested in George and Elizabeth Streets and it can be quicker to walk than catch a bus. The shuttle buses may add to, rather than relieve congestion, and it can only be considered an interim measure until effective and efficient public transport is implemented.

The City's Submission to Infrastructure Australia, which is attached to this submission, proposes a City Centre Light Rail Loop between Central and Circular Quay. This proposal would provide a surface distribution system with additional

public transport capacity to relieve congestion on the heavy rail network and also relieve bus congestion in the CBD.

The City has completed studies, including detailed engineering feasibility, patronage assessment, and financial analysis, to demonstrate the feasibility of extending the light rail network along Castlereagh Street and Hickson Road. A light rail loop along George Street and around the Rocks along Hickson Road to service the Walsh Bay precinct and the new Barangaroo site would also provide improved surface transport for the CBD.

The City has also released a report showing a preliminary light rail network for the Inner City area to provide mass transit along major transport corridors.

Our research confirms that an expanded light rail network is achievable. It is an affordable, financially viable, environmentally sustainable, high capacity mass transit solution that works as part of an integrated transport plan and coordinates with other transport options.

Recommendation:

- That the Inquiry recommend funding for integrated public transport infrastructure improvements including heavy rail, metro rail and light rail.
- That light rail be given funding priority as a quick strategy to replace congested heavy rail and bus routes until long-term Metro rail proposals are completed.

(b) Current and historic levels of public investment in private vehicle and public passenger transport services and infrastructure

Many people in Sydney have no practical alternative to their car for going to and from work and going about their daily lives. They live in suburbs where there may be no access to public transport, or overcrowded bus services with a very limited timetable.

Sydney's more recent growth has excessively relied upon road transport and we've outgrown the heavy rail system which served the city well for many decades. We desperately need greater capacity and new rail lines to service new urban areas and inner city urban renewal areas. Despite new toll roads, road congestion continues to be a major problem. Building more roads simply encourages more people to drive rather than take public transport. It is an economic issue, a public health issue, and an environmental issue we need to tackle urgently.

Sydney has an extensive network of Motorways and needs to shift priority to public transport and active transport options. Despite urban consolidation policies, public transport infrastructure has been allowed to stagnate.

The NSW Government has proposed the Sydney CBD Metro, investment in bus priority measures, and investigation of other Metro alignments. While these should be on the infrastructure priority list, given the long lead times, there is an acute need to focus particularly on Inner Sydney transportation. The NSW Government *Urban Transport Statement* measures are not sufficient to cater for the long-term increase in demand for travel to the City. 'Business as usual', or incremental changes, will not meet the City's accessibility needs and will diminish its productivity and liveability.

Recommendation:

- That the Inquiry recommend increased funding priority for public transport over private vehicle transport in our capital cities in order to redress the historic imbalance between both modes of transport.

(c) An assessment of the benefits of public transport, including integration with bicycle and pedestrian initiatives.

Sydney's public transport infrastructure and services are the economic life-blood vital to Sydney's global economic success. When roads are congested with traffic at peak times, it increases costs for businesses and workers alike. Our public transport system is at or near capacity, prone to congestion delays and neither convenient nor comprehensive.

We need convenient and low-carbon alternatives available, so people can choose to take public transport, ride a bicycle or walk rather than drive their cars.

Walking is suitable for short trips under two kilometres and cycling is a viable and cost effective option for trips under 10 kilometres. To reduce pressure on the public transport and road systems, our cities must be made safer for walking and cycling. Public transport trips start and finish with walking, and pedestrians and cyclists must be integrated with public transport services. This includes facilities such as direct paths and cycle parking at stations, bus stops and throughout the street network.

Inner Strategic Cycle Network

To bring about fundamental behavioural change people must be given practical and cheap choices as part of an active and health lifestyle. This will reduce greenhouse gas emissions and combat obesity and other health issues.

The Inner Sydney Strategic Cycle Network is a radial and orbital cycling network for Sydney, created by providing safe access for cycling through improved use of the existing road network. Market research (undertaken on behalf of the City of Sydney) has shown that Inner Sydney can achieve a 10% mode split for cycling provided that a cycling network, which people feel safe enough to ride on, is constructed.

The City, in collaboration with 14 Inner Sydney Councils, the NSW Department of Environment and Climate Change, and the NSW Roads and Traffic Authority, has identified a network 245 kilometres of additional travel lanes (bi-directional) that can be created within the existing road corridor. This includes 160 kilometres of separated bicycle roads and 70 kilometres of upgraded shared paths.

Individual Council cycle routes would be linked to create a coordinated network that connects across local government boundaries to get cyclists to work, education, shopping and recreation destinations. The proposed network extends from Willoughby in the north, Rockdale in the south, Canada Bay in the west and Woollahra in the east.

Federal Government support is essential to develop sustainable infrastructure for our city, including the vital Inner Sydney Strategic Cycle Network. The City is seeking Federal funding support through Infrastructure Australia on behalf of surrounding Councils to quickly achieve this useable network. This is a sustainable project that will create jobs and build essential transport infrastructure.

The City is also building its own network of cycleways to provide healthy and environmentally friendly transport options. Building the network is a crucial step in implementing our *Sustainable Sydney 2030* vision, which proposes a green network of safe, attractive, continuous routes for pedestrians and cyclists. Bicycle parking is also being provided at numerous and convenient places.

A destination-focused, integrated network is vital to encourage the switch to sustainable and healthy cycling. Major cities around the world have found that delivering safe, separated bicycle lanes has dramatically increased their number of cyclists.

Recommendation:

- That the Inquiry recommend funding programs for local government to make cities safe for walking and cycling by providing a network of regional and local cycleways and pedestrian paths.

(d) Measures by which the Commonwealth Government could facilitate improvement in public passenger transport services and infrastructure

Sydney's CBD is vital to the nation's economy and contains the icons that represent Australia to the world. It can lead the way as a high quality, sustainable urban environment. To maintain Sydney's status and function efficiently and effectively in the current economic climate, it needs high quality transport infrastructure and services.

Our *Sustainable Sydney 2030* vision identifies the need for light rail and also new Metro-style public transport infrastructure and services.

The City of Sydney's submission to Infrastructure Australia includes light rail mass transit projects. The City's proposed 'Green' Loop' light rail service would link residents and workers in the Green Square Urban Renewal area to Central Station and the broader transport network. We also propose to extend the existing light rail network in the Sydney CBD to form a City Centre light rail loop between Central and Circular Quay.

'Green Loop' light rail service

The Green Square Urban Renewal Area is central Sydney's largest and most accessible growth district and the nation's largest urban renewal area. For Inner Sydney's future mobility, it is critical that an integrated development plan is developed to deliver world class sustainable development outcomes in Green Square over the next twenty five years.

The proposed two-way loop is designed to provide high quality, convenient, local mobility to Green Square Urban Renewal Area residents and workers while feeding cross-regional transit services. Over time, supporting infrastructure measures including new links, dedicated bus lanes and transit-only streets, would be developed along the Green Loop route to deliver average service speeds of 25 km/h (including time spent at stops).

The key principles of the Green Loop are:

- a business as usual scenario of future growth is incompatible with a vision of Green Square as sustainable and liveable
- the vision for Green Square is best supported by a no-car-growth scenario, which requires a package of measures to manage car use and deliver responsive public transport provision
- key transport corridors that can accommodate higher forms of transit and the needs of all transport users over time
- priority for walking and cycling for local trips with increased connections to surrounding key destinations including the CBD
- promoting travel demand management tools that achieve increased transit use and reduced dependence on private vehicles.

The Green Loop responds to the need for transport to addresses the specific needs of Green Square, supports the development of the new town centre and supports a low car-use lifestyle.

City Centre light rail loop

For Sydney to expand its productivity and at the same time improve its sustainability, the city centre needs to be easy to get around through a connected pedestrian and public space network and integrated public transport system. The quality of the public domain and its ease of accessibility have a direct relationship on the liveability of the City and its productivity, innovation and global competitiveness.

The City Light Rail Loop responds to the need for a transport measure that specifically addresses interconnectivity on the surface of the Central Business District and reduces greenhouse gas emissions and traffic congestion – particularly from buses. The loop is also capable of linking the nation's global financial services hub to supporting industry clusters in the south and west of the city.

Key principles of the City Light Rail Loop are:

- Reduce travelling time from Central to Circular Quay by 50 per cent to about 14 minutes in peak periods, compared to an average 30 minutes by bus
- Better connect the nation's global financial services hub to creative support clusters in the south and west of the City
- Help relieve severe passenger congestion on Town Hall Station and reduce the current strain on buses
- Allow long-distance train commuters to change at Central to use light rail instead of the CBD's overcrowded City Rail network
- Relieve severe overcrowding of buses in George and Elizabeth Streets in the morning and evening peak
- Provide efficient transport solutions for an estimated 18 per cent increase in employment and a projected doubling of the population in the corridor
- Provide a key missing link between the existing Lilyfield light rail route and proposed Green Loop through the heart of the CBD and servicing Barangaroo.

The City would support Light rail loops through a range of streetscape, pedestrian and cycling improvements and coordinated with improved bus arrangements in the CBD and Green Square, accelerating the *NSW Urban Transport Strategy* measures.

The City of Sydney is committed to work in partnership with Infrastructure Australia, NSW Government, business and the community to refine these proposals for inclusion on the Infrastructure Australia Priority Infrastructure List.

Recommendation:

- That the Inquiry recommend Commonwealth Government funding for the development of an integrated light rail network for inner Sydney, with priority on a CBD loop and a Green Square loop.

(e) The role of Commonwealth Government legislation, taxation, subsidies, policies and other mechanisms that either discourage or encourage public passenger transport

In Australia, cars contributed over 41 million tonnes of greenhouse gases into the atmosphere in 2004. These gases contribute to climate change and represent over seven per cent of total national emissions.

The current Federal Government tax system provides incentives for using cars that are incompatible with sustainable transport objectives.

The City of Sydney is committed to reducing greenhouse gas emissions to address global warming by promoting public transport use, sustainable travel and greener vehicles.

Policies to encourage public passenger transport

The City of Sydney recognises the importance of encouraging greater public transport use. To demonstrate our commitment to sustainability, our employees are actively encouraged to use public transport by providing annual travel passes for use on the City's rail network. The City pays the cost of the annual travel pass and our staff pay a weekly or fortnightly payroll deduction to receive the annual pass at reduced costs compared to standard weekly tickets. This program helps our staff save money and encourages public transport use.

We are also currently developing a Green Travel Plan to encourage greater use of public transport, walking and cycling. The plan will consider incentives to use all forms of public transport for travel to and from work and consider providing staff with access to free public transport passes for work related travel. This will encourage public transport use rather than the City's vehicle fleet.

The City encourages staff to walk and ride to work where practical. Many of our staff walk for short business trips rather than using a fleet car. We are also looking to provide a fleet of bicycles for staff to attend work sites and off-site meetings where walking and public transport are not realistic options.

Sustainable travel options

The City has policies to encourage sustainable transport options including car share schemes and promoting motorcycle and scooter use.

Car sharing is a popular, low-cost, reliable and convenient alternative to car ownership, taxis or car rental. Research has shown that members of car share schemes are more likely to walk, use a bicycle, or catch public transport compared to those who own a car.

One car share vehicle can reduce demand for parking in the City by replacing up to ten privately-owned vehicles parked and travelling on our roads. More car sharing will mean less demand for limited parking space, less congestion and fewer greenhouse gas emissions.

The City is working to ensure that car share spaces are convenient for residents. More than 50 on-street spaces have been created as part of a network, and many more are planned.

Motorcycles and scooters are a fuel efficient, convenient and lower cost alternative to private cars, and are well suited to our higher density neighbourhoods. Motorcycles have the advantage of producing fewer greenhouse emissions and also occupy less space when parked.

The City is committed to increasing parking for scooters and motorcycles to encourage their use instead of cars. Council adopted a Motorcycle and Scooter Strategy and Action Plan which addresses the difficulties faced by motorcycle and scooter riders, including problems with short stay parking, ticket parking, resident parking permits, and the securing of scooters and small motorcycles.

Greener vehicles

For our staff and residents that do need to use a car we have introduced policies to encourage greener vehicles.

Our car fleet has been converted to low emission vehicles and pricing of our resident parking permits encourages residents to think about a greener vehicle before buying a new car.

On 1 July 2008 we introduced new pricing of Resident and Business parking permits to encourage the use of cleaner vehicles and reward sustainable choices. Permit fees for cleaner vehicles are much lower than for vehicles which emit high levels of greenhouse gas and air pollution.

The new permit fees are based on the star rating of a vehicle using the Federal Government's Green Vehicle Guide. Vehicles with a 'Very Low' rating pay 50% of the 'Standard' permit fee, those rated 'Low' pay 75%, 'Medium' rated vehicles pay the 'Standard' fee whereas those rated 'High' pay 200% of the standard fee.

The Guide includes all new car models from 2004 and residents are encouraged to visit the website to find out their car's rating. If a vehicle is not listed in the Guide the standard permit fee applies. Motorcycles and scooters are not included in the Guide and the lowest fee applies.

Recommendation:

- That the Inquiry support a review of legislation, taxation, subsidies, policies and other mechanisms to encourage public transport use,
- That the Inquiry consider policies and incentives for workers to use public transport for journeys to work,
- That the Inquiry consider policies and incentives to encourage greener vehicle use,
- That the Inquiry recommend amending the Federal Government's Green Vehicle Guide to include motorcycles and scooters, and
- That the Inquiry recommend developing National Emissions standards for motorcycles and scooters.

(f) Best practice international examples of public passenger transport services and infrastructure

Many of the hundreds of public transport systems around the world provide best practice examples.

The Madrid Metro in Spain is the second largest underground system in Europe and the sixth largest system in the world. It has modern stations, affordable fares and is the densest metro network in the world with more than 200 kilometres of track and an extra 44 kilometres expected to be completed soon.

The Tokyo subway system carries approximately 2.8 billion people per year to 282 subway stations, and the Curitiba Rapid Bus system in Brazil uses four lanes which gives it capacity similar to heavy rail systems.

The Moscow Metro has attractive high quality stations and the London Underground formed the basis for London's early economic development.

Although consideration of best practice should underpin decision making, it is essential to identify the right transport mode, in the right place, for the right cost and at the right time. Public passenger transport systems must be sustainable and take people where they want to go to live, work and enjoy quality time with family and friends. An effective system also needs to be integrated to provide seamless services with easy transfer between modes, integrated ticketing and integrated fares.

Light rail is clearly a prime example of best practice public transport. In Europe there are 28 countries with light rail. There are currently 170 light rail systems with 941 lines across 8,060 kilometres of track with many more planned. Germany alone currently has 56 light rail systems on 231 lines over 2,768 kilometres of track. Poland has 14 light rail systems on 204 lines over 1,445 kilometres of track. Romania also has 14 light rail systems on 69 lines over 461 kilometres of track.

There are 35 European cities with new lines being built or existing lines being extended by 609 kilometres. There are also 74 European cities with new lines or extensions planned which will create an additional 1,337 kilometres of track.

Sydney has 1 system, with 1 line and 7 kilometres of track.

For Sydney, we need improvements to our heavy rail system and also a network of light rail routes. Light rail would provide additional much needed transport capacity in the short-term while work proceeds to develop a long-term network of Metro rail routes and expansion of heavy rail.

The buses which currently play a big role in the inner city can be redeployed to outer metropolitan new release areas where flexible transport is needed. This would complement the State Government's Bus-way system and help to remove unnecessary car traffic from metropolitan Sydney's heavily congested roads.

While the urgent priorities are clear, we also critically need a long-term integrated transport plan developed between the Federal, State and Local Governments.