

A new direction for on-street transit

We need a fresh approach to deliver more frequent, reliable and easy-to-use bus and light rail services across Greater Sydney, Lower Hunter & Greater Newcastle, Central Coast and Illawarra-Shoalhaven.

Directions for On-Street Transit is a discussion paper which outlines a proposed approach to achieve this goal. The key components of this White Paper have been summarised below to stimulate discussion.

Agile service delivery

As an area grows, transit services should grow with it. Staging investment and scaling up over time is a cost-effective approach because there is no need for long lead times to get new services on the road. Listening to passenger needs and acting quickly to deliver continuous improvement is key to aligning services with local demand.

More reliable, frequent and easy-to-use services

On-street vehicles need dedicated lanes so they don't get caught in traffic. We need to increase and diversify our fleet so it is appropriately scaled for carrying crowds or for navigating local streets. Smart technology delivering facilities such as live service information will make the experience intuitive for passengers. These advantages would boost the image of on-street transit and allow it to rival any other mode in efficiency and reliability.

A holistic planning approach

On-street transit may help ease the housing crisis by stimulating the development of medium density housing along strategic corridors. Examples in Australia and around the world have shown that such development can be stimulated when investment in well-designed stops and smart passenger technology signals a permanent and high-quality service.

More rapid bus routes

Rapid buses deliver fast, reliable service and quality infrastructure similar to light rail, but can be implemented more quickly and with more flexible route options. 39 Rapid Bus routes (overleaf) are proposed across Sydney.

Better funding and collaboration

Delivering an enhanced on-street transit network will require greater planning and new infrastructure and vehicles. We need a clear investment plan to deliver these things in a timely and effective way. We need a cooperative framework between those with responsibility for on-street transit, including Transport, local government and operators.

On-Street Transit refers to all forms of public transport using the street network including buses and light rail. These modes account for 46% of all public transport trips.



What communities will benefit from a rapid bus route and why?

