

SUBMISSION COVERSHEET

Submissions may address any key issues related to the Infrastructure Australia agenda and/or in specific response to the topics raised in the discussion papers.

Please complete and submit this form with your submission. Where possible, *Infrastructure Australia* requests submissions are submitted electronically. Contact us:

Via email Write 'Submission' in subject field of the email and send to: mail@infrastructureaustralia.gov.au	Via post Address your submission to: The Infrastructure Coordinator Infrastructure Australia GPO Box 594 Canberra ACT 2601 AUSTRALIA
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Organisation:

Contact person:

Postal address:

State: NSW

Postcode

Country:

Email address:

Telephone:

Submission title: Public Transport Sydney CBD

Author(s):

No. of pages: 2

Date: 11/10/2008

Please indicate if your submission:

contains NO confidential material

Please indicate which of the following your submission covers:

Issues Paper 1 — Australia's Future Infrastructure Requirements

Issues Paper 2 – Public Private Partnerships

AND/OR

General (Includes information on the following areas)

Water Infrastructure

Transport Infrastructure

Climate Change

Public Private Partnerships

Infrastructure Audit

Infrastructure Law

Other, please state:

Telecommunications Infrastructure

Energy Infrastructure

Infrastructure Investment

International issues

Infrastructure Policy

Infrastructure Planning

Please acknowledge the submission guidelines:

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- We encourage **evidence-based** submissions. We will not accept any submissions that contain defamatory statements, that is, any statements which have the effect of causing damage to a person's reputation. If you make any defamatory statements in your submission then a legal proceeding for defamation may be used against you.
- Authors of submissions are responsible for securing the appropriate right to use any third party material incorporated into their submissions.
- Submissions made by individual community members should not include any personal details other than your name, suburb, state/territory or country. For submissions made by organisations contact details may be included.

Please tick to indicate that you have read and agree to the above.

If Infrastructure Australia could look into funding 5 public transport interchanges around Sydney's CBD that will stop empty buses travelling thru the CBD. This will make Sydney more productive and free up busy streets.

Sydney's CBD public transport system could be changed to make it the world's best today without building an expensive tram line thru the city until we know it works.

Buses and ferries from the suburbs would bring passengers to 5 major interchanges, Circular Quay (ferries) Wynyard (buses north) QVB (buses west), Central (buses West and south), Museum (buses East). Passengers would be dropped off at these interchanges and the buses would then return to the suburbs to pick up more passengers. These 5 interchanges would include access to trains, buses and taxis all in a short walk, i.e. by crossing the road and all accessed under cover.

A fleet of buses looping around the CBD 24hrs a day would be used to take passengers to their final destination. A dedicated bus lane (both directions) and innovative one-way signage would be used along the CBD bus loop. The loop would run along George St from central to the Quay and then back along either Elizabeth St or Castlereagh St. These buses would be free to anybody who has a valid train, bus or ferry ticket for that day. By having 5 major interchanges spaced evenly around the CBD, the CBD loop buses would be used more efficiently and when demand decreased buses would be removed from service. If the CBD bus loop idea was a great success then a more expensive tram or monorail could be built to replace buses in the future. If the CBD bus loop was implemented the only cost would be painting the road and signage.

Each bus route out to the suburbs would have its own space at only one of the major interchanges.

In the afternoon peak an innovative idea could be used. Buses on major routes would not have pre assigned routes or times but would be assignment a route as passengers filled the buses. When a bus becomes full or was waiting for 10-15 minutes it would leave and the next bus in the holding bay not far away would be summoned to the same space. Passengers would use the CBD bus loop or walk to get to the bus space. No bus would be travelling across the city empty or passengers would not have to fight to get a seat for a long ride home. Sydney would no longer see long lines of passengers waiting in the rain to get on a bus, instead the bus would wait for passengers. When the afternoon peak finished the buses would revert to the normal timetable.

Better utilisation of the major arterial roads by marking the third curb lane as a red bus lane then make it a T2 or T3 lane in peak hour and then a "Bus lane all other times". This would allow our public transport system to run more efficiently by allowing the buses to return in the opposite, underutilised direction to the peak faster to pick up more passengers.