



Fact Sheet

Integrated planning

This fact sheet forms part of series of fact sheets about the NSW Government's Bus Reform strategy. Bus Reform will result in private and government bus operators developing routes, timetables and passenger services that meet the changing demands of our cities and suburbs.

What is Bus Reform?

The Bus Reform strategy is the NSW Government's response to the recommendations of the Review of Bus Services in New South Wales, which was carried out in 2003. The aim of the Review was to create a bus transport system with common standards of fares and service levels.

There are six parts of the Bus Reform strategy:

1. New bus regions – creating a robust contract with fewer bus operators
2. Bus priority – better travel times for buses
- 3. Integrated network planning – fast, frequent and direct bus services**
4. Fairer fares – standard ticket prices across Sydney
5. Integrated ticketing – one ticket for all buses, regardless of the operator
6. Bus fleet upgrade – new buses with air-conditioning and low floors.

What is integrated network planning?

Integrated network planning will ensure the bus system meets passenger demand by responding to changes in residential, commercial and industrial areas. It's linked to the NSW Government's Metropolitan Strategy. Service Planning Guidelines have been prepared by the Ministry to provide information to bus operators on how to best plan an integrated bus network.

The Service Planning Guidelines can be found on the Ministry of Transport's website at www.transport.nsw.gov.au

Integrated network planning includes:

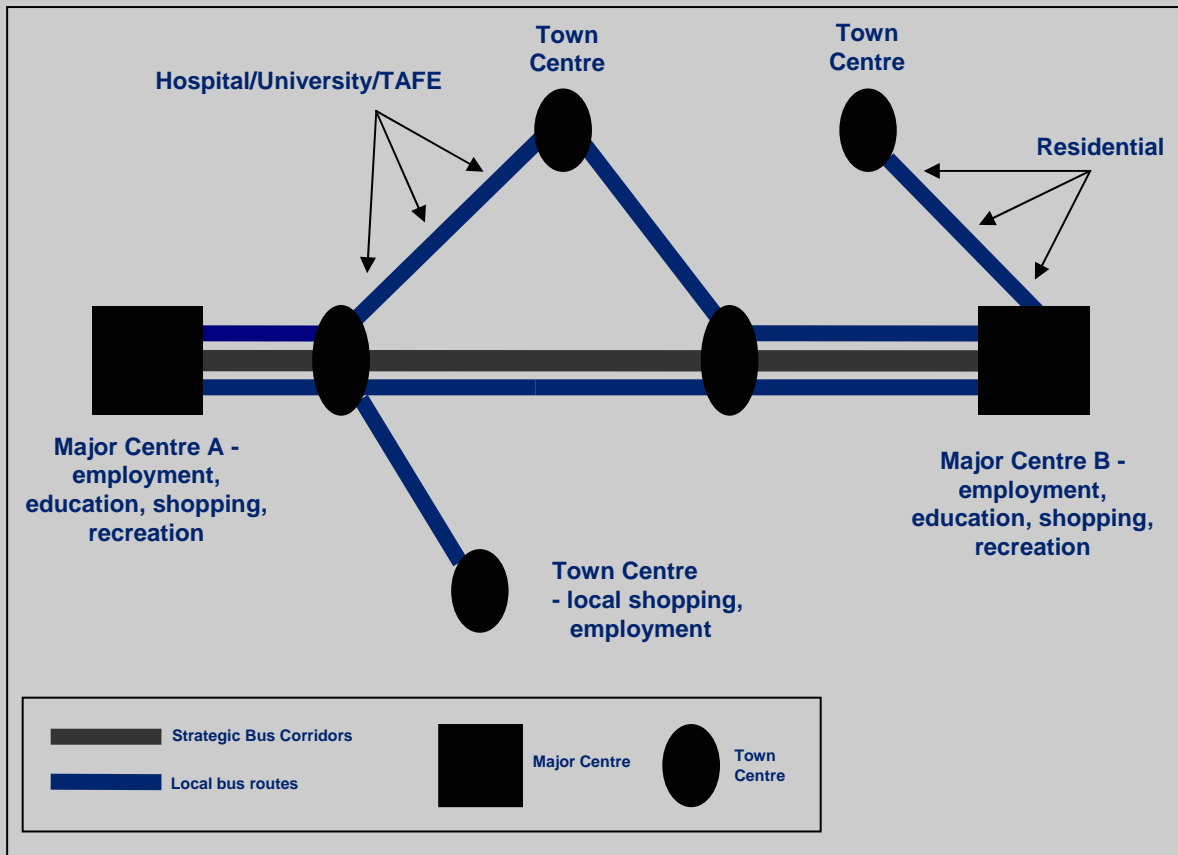
- an analysis of the current network
- the review of data about travel patterns
- the creation of links between suburbs
- ensuring buses pass many desirable destinations
- creating connections with other transport modes
- providing opportunities for travel to work, education, shopping and recreational facilities
- providing direct and frequent services, and
- community and stakeholder consultation.

Bus planners follow these principles when designing an integrated network:

- Maximise access to bus services whilst minimising travel time
- Meet walking distance criteria
- Establish clear, easy to understand routes
- Provide direct services
- Encourage cross-regional planning
- Be responsive to land use changes
- Prepare for new release areas, and
- Minimise dedicated school services and work them into general routes.



An example of an integrated network



The diagram above illustrates how bus routes are developed, using the principles of integrated network planning. Regional Cities, Major and Town Centres have been identified in the NSW Government's Metropolitan Strategy. The centres contain different concentrations of services and are hubs of the transport network. Transport between these centres is an important step towards creating seamless links across the Sydney Metropolitan area.

Ideally, a bus would travel back and forth from a local shopping and employment area, through residential areas, possibly via a hospital or education institution, before finishing at a Major Centre.

It is important that public transport services do not compete with one another. The transport network must be complementary for an integrated network to work best.

FAST BUS FACT

The 400 bus service from Bondi Junction to Burwood is a good example of integrated planning. The 400 service travels through Randwick, Maroubra, Mascot, the Airport, Rockdale and Campsie collecting passengers and taking them where they want to go between these town centres. The 400 service does not compete with the train service, which is the most direct way to travel between Bondi Junction and Burwood.