



## Bus Priority

### Faster travel times for buses

Giving buses priority on our major roads will reduce travel times and increase the efficiency of public transport across Metropolitan Sydney.

'Bus priority' is one of the NSW Government's 2005-2012 Bus Reform strategies to improve bus routes, timetables and passenger services.

To give buses priority travel on the 43 strategic bus corridors that link major and town centres in Metropolitan Sydney, the NSW Government has allocated \$135 million for:

- red bus-only lanes (except on the M2 and T-ways routes) – to guarantee minimum travel times for buses
- 'B' signals – to give buses priority at traffic lights
- satellite technology – to prioritise traffic signals for buses running behind schedule
- bus lane cameras – to discourage motorists from using bus-only lanes
- transit lanes – to encourage motorists to car pool.

Improving bus travel times will help the NSW Government to:

- increase bus use
- reduce dependency on cars
- reduce traffic congestion
- improve air quality.

#### Key strategies of Bus Reform

Along with 'bus priority', other Bus Reform strategies include:

- New bus regions – a reduced number of contract regions for BUS operators, making bus services more accountable and consistent throughout New South Wales
- Integrated bus networks – fast, frequent and direct bus services that link suburbs and centres, respond to community needs, and connect with other transport modes
- Fairer fares – standardised ticket prices across private and government services
- New buses – low floors for easy boarding and air-conditioning for a comfortable ride.

#### More information

For more information about Bus Reform, visit [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au) > **Buses and Coaches** > **Bus Reform and Service Improvements in NSW**.

For more information about trip planning, fares, concessions and to provide feedback on public transport in general, visit [www.131500.com.au](http://www.131500.com.au) or phone **131 500**.



## New Bus Regions

### Fewer bus operators, more accountability

Bus services in New South Wales are now managed by contract regions – allowing the NSW Government to work closely with bus operators to provide an integrated public transport system across the state.

The contract regions are part of the NSW Government's Bus Reform process to improve routes, timetables and passenger services throughout New South Wales.

There are 15 bus contract regions in Metropolitan Sydney and 10 in Outer Metropolitan Sydney. The new regions in Metropolitan Sydney – reduced from 87 in 2005 – will be further consolidated to eight bus contract regions in 2012.

#### Seven-year contracts

To manage the new bus regions, operators negotiate a seven-year contract with the NSW Government. These contracts provide Government with tighter control over bus services than ever before, and the opportunity to guarantee standards for all private and government-owned bus services. The contracts provide bus operators with:

- sustainable funding
- clear performance targets
- greater accountability to customers
- the flexibility of planning bus services across large geographic areas
- the opportunity to work with other operators in providing services across strategic bus corridors.

#### Key strategies of Bus Reform

Along with new contract regions, other Bus Reform strategies include:

- Integrated bus networks – fast, frequent and direct bus services that link suburbs and centres, respond to community needs, and connect with other transport modes
- Bus priority – dedicated bus lanes and bus priority traffic signals reduce travel time
- Fairer fares – standardised ticket prices across private and government services
- New buses – low floors for easy boarding and air-conditioning for comfortable rides.

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## Fast, frequent and direct bus services

Integrated bus networks respond to the changing needs of the community to better connect residential, commercial and industrial areas. They provide customers with:

- fast, frequent and direct bus services
- services that pass through centres for work, education, health, shopping, recreation
- services that link suburbs
- connections with other modes of transport.

Integrated bus networks are one of the NSW Government's 2005-2012 Bus Reform strategies to improve bus routes, timetables and passenger services across the state.

### Planning an integrated bus network

When planning an integrated network, bus operators work in partnership with NSW Transport & Infrastructure to:

- analyse pre-existing bus networks and current travel patterns
- design bus routes that are clear and easy to understand
- ensure bus services respond to changes in land use
- make school services part of general routes
- meet international criteria for maximum walking distances to bus stops, ie 400m during daytime and 800m at night time
- maximise customer access to bus services while minimising bus travel times
- work with bus operators from adjoining regions on cross-regional planning
- respond to community feedback about bus services.

### Key strategies of Bus Reform

Other strategies in the NSW Government Bus Reform process include:

- New bus regions – a reduced number of contract regions for operators will make bus services more accountable and consistent throughout New South Wales
- Fairer fares – standardised ticket prices across private and government services
- Bus priority – dedicated bus lanes and bus priority traffic signals reduce travel time
- New buses – low floors for easy boarding and air-conditioning for a comfortable ride.

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## Fairer Fares

### Standard ticket prices on all buses

People in New South Wales now enjoy standardised fares for all bus tickets, regardless of whether the bus is privately owned or operated by the NSW Government.

These 'fairer fares' are part of the NSW Government's 2005-2012 Bus Reform strategy to improve bus routes, timetables and passenger services across the state.

**Standard single fares** on the New South Wales bus network cost as at September 09:

	<i>adult</i>	<i>concession</i>
1-2 sections	\$ 1.90	0.90
3-5 sections	\$ 3.20	1.60
6-9 sections	\$ 4.20	2.10
10-15 sections	\$ 5.00	2.50
16+ sections	\$ 6.10	3.00

**Pensioner Excursion Tickets** provide all-day travel at \$2.50 for Centrelink pensioner concession card holders, NSW Seniors Card holders and NSW and Victorian War Widow/er card holders. These tickets can be used on private buses in Sydney the Illawarra, Blue Mountains, Lithgow, Central Coast, Low Hunter and Hunter – as well on Sydney Buses, Newcastle Buses & Ferries, Sydney Ferries and CityRail services.

**Student travel** between 6.30am and 7.00pm is now 100% funded for eligible pass holders by the NSW Government, while NSW / ACT students aged 16, 17 and 18 and university and TAFE students can still travel with half-fare student concession passes on regular services.

#### Key strategies of Bus Reform

Along with the 'fairer fares', other strategies in the NSW Government's Bus Reform process include:

- New bus regions – a reduced number of contract regions for operators, making bus services more accountable and consistent throughout New South Wales
- Integrated bus networks – fast, frequent and direct bus services that link suburbs and centres, respond to community needs, and connect with other transport modes
- Bus priority – dedicated bus lanes and bus priority traffic signals reduce travel time
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## New Buses

# Fact sheet

## Easy for everyone to board and ride

New air-conditioned buses with low-floors will give everyone in New South Wales equal access to public transport when they are travelling on regular passenger service routes. The new buses are part of the NSW Government's 2005-2012 Bus Reform strategy to improve routes, timetables and services across New South Wales.

The buses also help the NSW Government meet its obligations under the Australian Government's Disability Discrimination Act 1992, whereby people with disabilities must not suffer discrimination when accessing services. All bus and coach services\* in New South Wales must be fully compliant with the Act by 2021\*\*.

### New bus targets

To meet these goals, the NSW Government – between 1 January 2005 and 30 June 2009 – commenced funding for 964 new public transport buses valued at \$447 million, including:

- 329 clean-diesel and natural-gas powered buses for the STA network
- 84 articulated 'bendy' buses for the STA network, and
- 475 air-conditioned buses with low floors and 76 school buses for private bus operators.

The new buses operating on regular passenger service routes are easy for everyone to board and ride – including people with disabilities, the elderly, carers with prams and strollers, people from isolated areas and people experiencing financial difficulties – and will help reduce air pollution.

### Key strategies of Bus Reform

Along with the new buses, other strategies in the Bus Reform process include:

- New bus regions – a reduced number of bus contract regions will help to make operators more accountable and guarantee a consistently higher standard of service
- Integrated bus networks – fast, frequent and direct bus services that link suburbs and centres, respond to community needs, and connect with other transport modes
- Bus priority – dedicated bus lanes and bus priority traffic signals reduce travel time
- Fairer fares – standardised ticket prices across private and government services.

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NOTES: \* Dedicated school service buses purchased before the 1992 Act are not required to comply with the Standards although these buses will be phased out of service. \*\* 50% compliant with the Act by 2012, 90% compliant by 2017, and fully compliant by 2021.

This fact sheet is part of a series of fact sheets prepared by NSW Transport & Infrastructure to inform the community about the NSW Government's strategies for Bus Reform.