Transport for NSW
Transport Access Program
Interchange Upgrade Program selection criteria and prioritisation process

Objective

- This document summarises the prioritisation process and criteria for capital investment projects collectively managed by TfNSW under the **Transport Access Program (TAP)** for potential **Interchange Upgrades**.

- Information on the Transport Access Program can be found at:

  http://www.transport.nsw.gov.au/projects-tap

Background

The transport interchange is the embodied infrastructure of alignment and integration between transport modes, both public and private.

The objective of the Interchange sub-program is to drive a stronger customer experience to deliver seamless travel to and between modes; encourage greater public transport use; and better integrate interchanges with the role and function of town centres.

This document describes the process to assist with the selection of interchanges for potential upgrade.

Process

Following the identification of interchange locations the following three step process is followed:

Step 1 - Evaluate
Score each location against the evaluation criteria (detailed overleaf) based on data and subject matter expertise knowledge. The sum of the scores provides the overall score for that location, and the locations can be prioritised based on the highest overall score first.

Step 2 - Refine
Refine the list by ensuring that locations prioritised for upgrade are identified across varying interchange types, geographies and transport modes in NSW. Undertake sensitivity analysis and peer review by TfNSW, and potentially with external stakeholders such as Department of Planning and Infrastructure (DoPI) and Department of Local Government, to further identify remaining stations earmarked by other transport programs or DoPI strategic land use priorities.

Step 3 - Align
The list is aligned with other programs for proposed construction scheduling, considering factors such as compatibility with other works, timeline for completion, amount and availability of funding and resources required. The result is a proposed priority order of potential Interchange upgrades.

The analysis uses appropriate transport data to support the process and is therefore fact based. Site visits can be undertaken to assess the physical environment at

interchange locations and the external pedestrian infrastructure, providing additional insight into the process.

Criteria

The criteria for prioritising potential Interchange upgrades are:

Technical
- Supports Metropolitan Plan Centres
- Supports Urban Renewal Corridors
- Supports Metropolitan Development Plan Transit Nodes
- Interchange identified for upgrade within other TfNSW / transport cluster infrastructure programs
- Patronage
- Number of bus routes
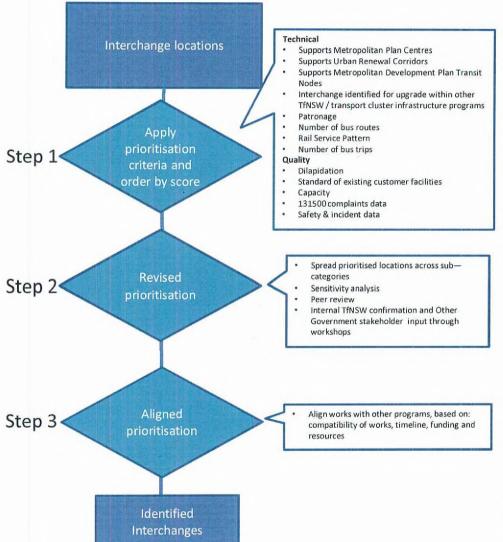- Rail Service Pattern
- Number of bus trips

Quality
- Dilapidation
- Standard of existing customer facilities
- Capacity
- 131500 complaints data
- Safety & incident data

Data Sources

To support the process the following data sources may be used:

- Bureau of Transport Statistics
- CityRail Barrier Count data
- Metropolitan Plan for Sydney 2036
- Regional Strategies for the Central Coast, Lower Hunter and Sydney Canberra Corridor (NSW DoPI)
- Meeting Sydney's Housing Needs, Metropolitan Development Program 2008/2009 (NSW DoPI)
- CityRail timetables
- TfNSW internal data for other infrastructure programs
- *Interchange Ranking* project, Parsons Brinckerhoff for NSW Ministry of Transport, October 2006

Interchange Upgrade criteria and prioritisation process

Interchange locations

Step 1 — Apply prioritisation criteria and order by score

Technical
- Supports Metropolitan Plan Centres
- Supports Urban Renewal Corridors
- Supports Metropolitan Development Plan Transit Nodes
- Interchange identified for upgrade within other TfNSW / transport cluster infrastructure programs
- Patronage
- Number of bus routes
- Rail Service Pattern
- Number of bus trips

Quality
- Dilapidation
- Standard of existing customer facilities
- Capacity
- 131500 complaints data
- Safety & incident data

Step 1 - Evaluate

Score each location against the evaluation criteria based on data and subject matter expertise knowledge. The sum of the scores provides the overall score for that location, and the locations can be prioritised based on the highest overall score first.

Step 2 — Revised prioritisation

- Spread prioritised locations across sub—categories
- Sensitivity analysis
- Peer review
- Internal TfNSW confirmation and Other Government stakeholder input through workshops

Step 2 - Refine

Refine the list by ensuring that locations prioritised for upgrade are identified across varying interchange types, geographies and transport modes in NSW. Undertake sensitivity analysis and peer review by TfNSW, and potentially with external stakeholders such as Department of Planning and Infrastructure (DoPI) and Department of Local Government, to further identify remaining stations earmarked by other transport programs or DoPI strategic land use priorities.

Step 3 — Aligned prioritisation

- Align works with other programs, based on: compatibility of works, timeline, funding and resources

Step 3 - Align

The list is aligned with other programs for proposed construction scheduling, considering factors such as compatibility with other works, timeline for completion, amount and availability of funding and resources required. The result is a proposed priority order of potential Interchange upgrades.

Identified Interchanges