

4 Transport projects underway in Western Sydney



About this chapter

This chapter provides an overview of the Australian and NSW government's significant investments in road, bus and rail infrastructure to support the growth of Western Sydney.

Roads

Western Sydney Infrastructure Plan

The Australian and NSW governments are funding a 10 year, \$3.6 billion road investment program known as the Western Sydney Infrastructure Plan. This will deliver new and upgraded roads to support integrated transport in the region and capitalise on the economic benefits of developing the proposed Western Sydney Airport at Badgerys Creek.

This investment in roads will relieve pressure on existing infrastructure and unlock the economic capacity of the region by cutting travel times, easing congestion and providing first class road connections to the proposed airport and across the Western Sydney region.



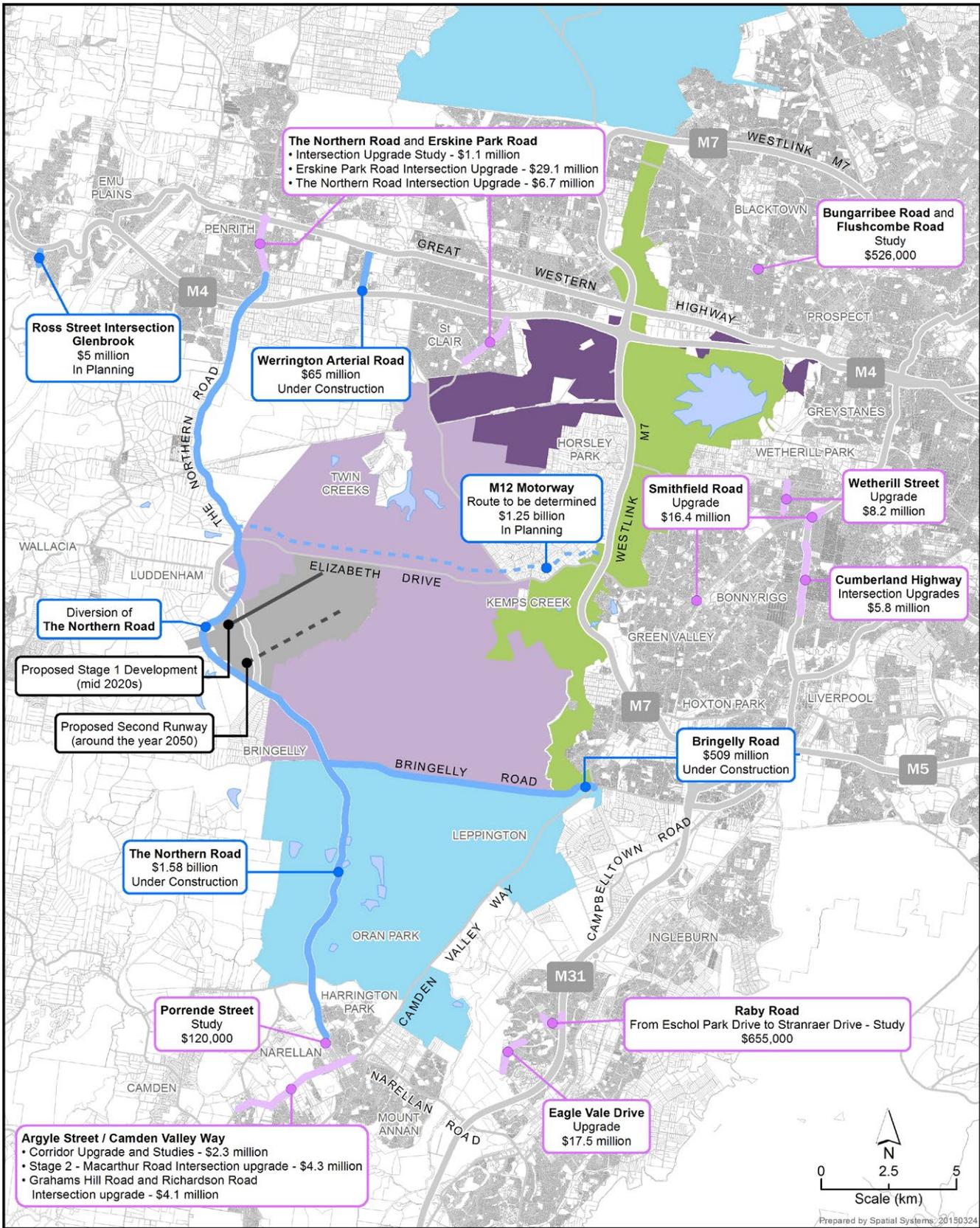
This plan includes:

- Upgrade of The Northern Road to a minimum of four lanes from Narellan to Jamison Road, Penrith
- Construction of a new east-west motorway to the airport between the M7 Motorway and The Northern Road (to be known as the M12 Motorway)
- Upgrade of Bringelly Road to a minimum of four lanes between The Northern Road and Camden Valley Way
- Construction of the Werrington Arterial Road by upgrading Kent Road and Gipps Street to four lanes between the Great Western Highway and the M4 Motorway and providing ramps to the M4
- Upgrade of the intersection of Ross Street and the Great Western Highway
- A \$200 million package for local road upgrades, to be delivered over 10 years (across five rounds of funding).

For more information go to rms.nsw.gov.au

The Western Sydney Infrastructure Plan will be complemented by the preservation of corridors for the Outer Sydney Orbital and South West (passenger) Rail Link Extension, enabling additional road and rail infrastructure that will support the growth of Western Sydney (see page 22 for more detail).

Figure 6 Western Sydney Infrastructure Plan



Legend

- Western Sydney Infrastructure Plan Projects
- Local Roads Package Rounds 1 and 2
- Western Sydney Parklands
- Western Sydney Employment Area
- Western Sydney Priority Growth Area
- North West & South West Priority Land Release Areas
- Western Sydney Airport Site

Sydney's Bus Future

Sydney's Bus Future is the NSW Government's long-term strategy for the development of Sydney's bus network. As outlined in Table 1 below, this plan will see Sydney supported by an integrated three-tiered bus network⁷.

Table 1 Sydney's Bus Future

Route type	Purpose	Service levels
Rapid	Dedicated, frequent, fast and reliable services between major centres, including rail interchanges.	<ul style="list-style-type: none"> • 'Turn up and go' services • Services every 5-10 minutes during daytime hours (6am-7pm) • Not more than 15 minutes between services on weekends • Stops every 800m-1km.
Suburban	Provide frequent access to local and neighbourhood destinations and creating opportunities to interchange between bus routes and with rail.	<ul style="list-style-type: none"> • Mix of 'turn up and go' services and timetabled services • Services every 10 minutes during daytime hours (6am-7pm) • Every 15 minutes on weekends. • Stops every 400m.
Local	Provide access to local and neighbourhood destinations and opportunities to interchange.	<ul style="list-style-type: none"> • Timetabled services • Services depend on demand but typically every 15-30 minutes during daytime hours (6am-7pm) and every 30-60 minutes on weekends • Stops every 400m.



⁷ It should be noted that bus services will be available at the proposed Western Sydney Airport at the time of its opening.

Rapid bus network

The NSW Government has developed a plan for the Western Sydney rapid bus network that will support the growth of the region over the next 15 years (until 2031). The planned Western Sydney rapid bus network includes the following routes:

Rapid routes

- Liverpool – North Bringelly – Western Sydney Airport – Penrith
- Parramatta – Western Sydney Airport
- Rouse Hill – Schofields – Marsden Park – Penrith
- Blacktown – Hornsby
- Castle Hill – Parramatta

Suburban routes

- Liverpool – Leppington – Bringelly – North Bringelly – Western Sydney Airport
- Camden – Oran Park – Leppington – North Bringelly – Western Sydney Airport
- Campbelltown – Oran Park – North Bringelly – Western Sydney Airport
- Parramatta – Wetherill Park – Western Sydney Airport
- Blacktown – Wetherill Park – Western Sydney Airport
- Mt Druitt – Western Sydney Airport

Other suburban and local routes are being planned to complement this network.

Principles guiding bus network planning

The following key principles will guide the planning of Western Sydney's bus network:

- Provide public transport access to all significant centres and destinations in Western Sydney
- Provide access to major centres and most areas of the region with a maximum of one change of service
- Provide access to new release areas to support their development and encourage use of public transport from the outset.

Sydney's Rail Future – the strategic approach to rail planning

Sydney's Rail Future is the NSW Government's plan to transform and modernise Sydney's rail network so that it can grow with the population and meet the needs of customers into the future. *Sydney's Rail Future* is a long-term plan to increase the capacity of Sydney's rail network through investment in new services and upgrading of existing infrastructure.

Sydney's Rail Future outlines five stages for increasing the capacity of Sydney's rail network. As illustrated in Table 2, significant progress has been made on each of these stages.



Image courtesy of TfNSW, Simon Freeman 2013

The different types of metropolitan rail services

In line with the approach of focusing on the specific needs of different customers, *Sydney's Rail Future* is delivering a three-tiered system.

TIER 1: Metro (rapid transit)

- Frequent 'turn up and go' services without the need to consult a timetable
- Fast, single-deck trains, with more doors, designed for easy boarding and alighting.

TIER 2: Suburban

- Timetabled services
- Double-deck trains with more seats per train.

TIER 3: Intercity

- Timetabled services
- Double-deck trains for Central Coast, Newcastle, Wollongong and Blue Mountains services
- Comfortable services for long-distance commuters and leisure travel, with on-board facilities for improved customer convenience.

Table 2 The five stages of Sydney's Rail Future

Stage	Description	Status
1. Operational efficiencies	<ul style="list-style-type: none"> • Timetable overhaul • Significantly improved dwell management (the time a train needs to stop in a station for passengers to board and alight) • Platform de-cluttering • Better incident recovery management 	Complete or underway
2. Network efficiencies	<ul style="list-style-type: none"> • Complete South West Rail Link, station upgrades and Rail Clearways projects • Introduce even simpler timetables across the network making it easier for customers to use the network • Introduce Automatic Train Operations • Roll out dedicated fleet types for some lines • Enhance track infrastructure • Platform re-design 	Complete or underway
3. New rapid transit system	<ul style="list-style-type: none"> • Complete the Sydney Metro Northwest • Procure rolling stock for the new rapid transit single-deck train system • Investigate extending Sydney Metro from Bankstown to Liverpool 	To be completed 2019
4. Sydney Metro City & Southwest	<ul style="list-style-type: none"> • Complete new tunnel under the Harbour and a new Sydney CBD line, allowing services from Sydney Metro Northwest to extend directly to the Sydney CBD. 	To be completed 2024
5. Southern sector conversion	<ul style="list-style-type: none"> • Extend the Sydney Metro to Bankstown and Hurstville • Continue major timetable changes to the existing suburban services to continue major capacity increases to the South West and Western Sydney • Better express services introduced due to separation from rapid transit. 	Extension of Sydney Metro to Bankstown underway

For more information go to mysydney.nsw.gov.au

The Transport Access Program

In 2012, the NSW Government announced the Transport Access Program which delivers accessible, modern, secure and integrated transport infrastructure where it is needed most. The Transport Access Program included more than \$770 million over four years.

On 23 June 2015, the Government announced a significant boost to the Transport Access Program with \$890 million to be invested over the next four years on station upgrades and more commuter car parks.

Since the program began, more than 450 projects have been completed or are underway.

The program aims to provide:

- Accessible stations
- Modern, efficient interchanges to support an integrated travel network
- Commuter car parking
- Safety improvements, such as extra lighting, help points and other security measures
- Better signs/wayfinding.

Rail in construction

Sydney Metro

The NSW Government's Sydney Metro is Australia's largest public transport project. It will transform Sydney, delivering more trains and faster services for customers across the network.

Construction is underway for the Sydney Metro Northwest, which will deliver fast, safe and frequent services between Rouse Hill and Chatswood. It is anticipated the Sydney Metro Northwest will open in the first half of 2019.

Work has begun on the Sydney Metro City & Southwest, which will extend the metro rail from Chatswood to Bankstown. This will include a new crossing beneath Sydney Harbour, new railway stations in the lower North Shore and CBD, and the upgrade and conversion of the current line between Sydenham and Bankstown. Investigations are also underway into the potential extension of the metro rail from Bankstown to Liverpool.

The NSW Government has committed about \$10 billion to the Sydney Metro City & Southwest. The Australian Government committed a further \$1.7 billion to the project in the 2016 Federal Budget.

For more information go to sydneymetro.info

Rail in planning

Parramatta Light Rail

Greater Parramatta sits at the centre of Western Sydney's growth.

The NSW Government has announced a preferred light rail network for Greater Parramatta, which combines a core CBD spine that offers connections across Greater Parramatta with branches to Strathfield via Sydney Olympic Park and to Carlingford. As per current plans, the Parramatta Light Rail will be over 20 kilometres long, connecting residential, employment, cultural and education precincts. It is anticipated that construction will commence in late 2018.

To date, the NSW Government has committed \$1 billion to the Parramatta Light Rail. The Australian Government committed a further \$78 million in the 2016 Federal Budget.

For more information go to transport.nsw.gov.au

Future proofing – corridor preservation

The NSW Government is planning ahead by preserving corridors for future additional public transport services in Western Sydney (Figure 7). Corridor preservation is a process to identify and preserve an area of land for future transport use. A preserved corridor provides certainty for communities, businesses and land owners about how the land will be used in the future and reduces the cost of providing infrastructure in the long term. Corridor preservation is not a process that will automatically lead to the delivery of transport infrastructure. What it does mean is the corridor will be preserved now, so it is available in the future to meet future transport needs.

South West Rail Link Extension

The NSW Government is preserving a public transport corridor in Sydney's south-west to provide a north-south connection through the South West Priority Growth Area and the Western Sydney Employment Area, including the proposed Western Sydney Airport. The extension corridor is proposed to connect Leppington Station to Bringelly and then head in two directions: north to the T1 Western Line near St Marys; and south to Narellan. The NSW Government is also considering the possibility of extending the corridor further south to the existing T2 Inner West and South Line. To date, the NSW Government has consulted extensively with local communities about these plans and sought their feedback on the alignment of the rail corridor.

While the South West Rail Link Extension may connect to the proposed airport, the NSW Government anticipates that this extension will be needed regardless of the airport to support population growth in Sydney's south-west.

For more information go to transport.nsw.gov.au

The Outer Sydney Orbital

The NSW Government is working to identify a preferred corridor for consultation that will provide a north-south connection for a future motorway and freight rail. The northern section of the South West Rail Link Extension between Bringelly and the T1 Western Line may be included as part of the Outer Sydney Orbital Corridor Study.

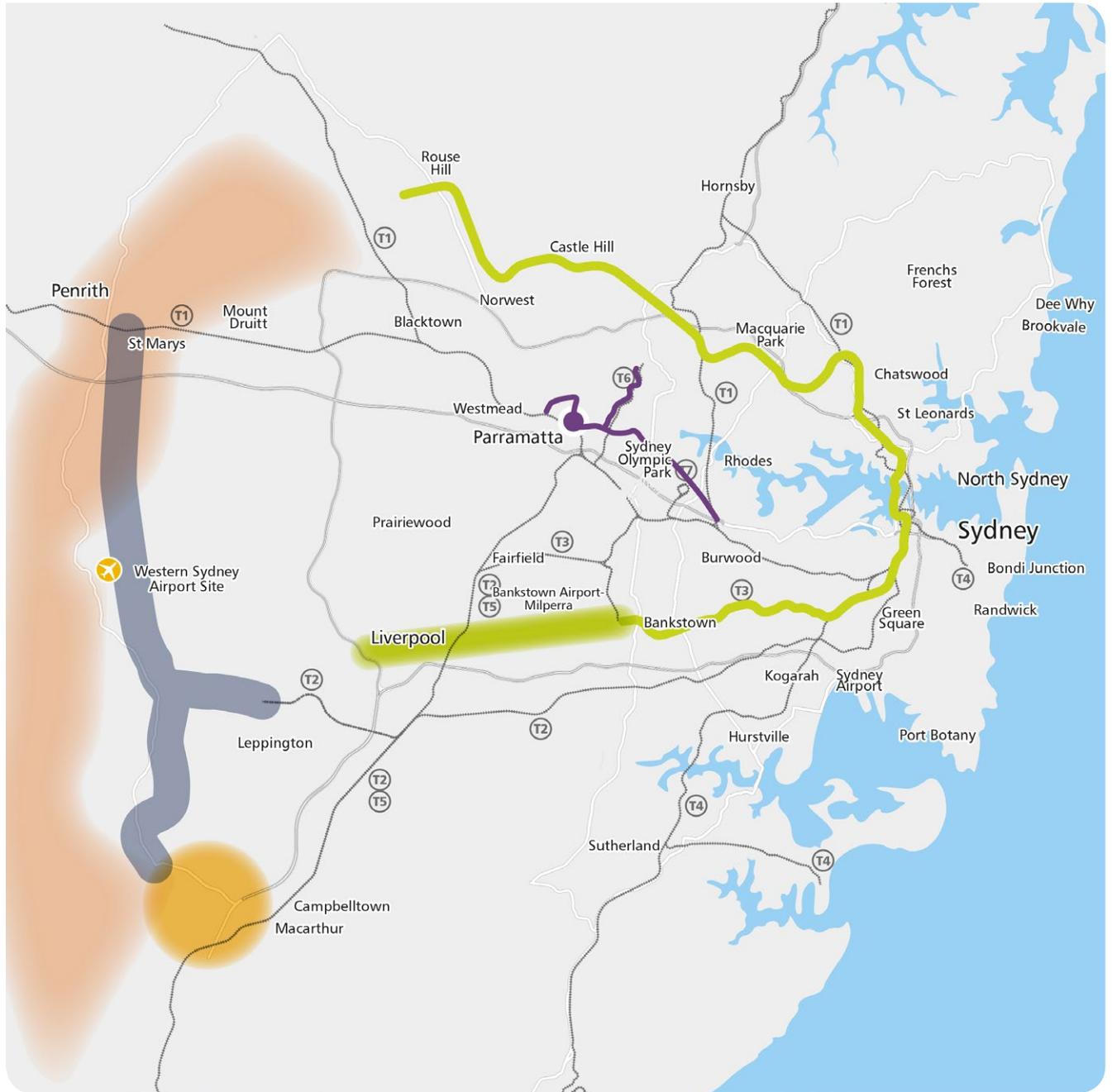
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Getting the airport site 'rail ready'

The Australian and NSW governments believe rail will be integral to the future transport needs of a Western Sydney Airport. As a result, the layout of the airport site will safeguard space for future stations and will preserve a rail corridor that will enable two independent rail lines to service the proposed Western Sydney Airport. These rail lines could include heavy rail and/or a dedicated rail express service.

The Australian Government committed \$26 million in the 2016 Federal Budget for developing the detailed concept design for rail access at the airport site. This work will confirm the design of the line and tunnels through the airport site and station design so that the land to meet rail requirements for tunnels and station boxes is properly preserved.

Figure 7 Transport initiatives in Western Sydney



-  Western Sydney Airport site
-  Sydney Metro
-  South West Rail Link Extension corridor preservation
-  Parramatta Light Rail Project
-  Outer Sydney Orbital corridor preservation
-  South West Rail Link Extension Corridor Preservation Narellan to T2 South Line Investigation Area
-  Sydney Metro – Bankstown to Liverpool Investigation
-  T1 North Shore, Northern and Western Line
-  T2 Airport, Inner West and South Line
-  T3 Bankstown Line
-  T4 Eastern Suburbs and Illawarra Line
-  T5 Cumberland Line
-  T6 Carlingford Line
-  T7 Olympic Park Line