Western Sydney Rail Needs Scoping Study

Industry engagement briefing paper

September 2016

Image courtesy of TfNSW, Simon Freeman 2013
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1 Foreword

NSW has the largest state economy in Australia, boasting 23 years of uninterrupted growth and a AAA sovereign credit rating. With the state’s population forecast to grow by about two million people over the next 20 years, it’s an exciting time to invest in NSW. Nowhere are investment opportunities more evident than in Western Sydney, which will accommodate almost half the state’s population growth.

To support this growth, the Australian and NSW governments are delivering the largest capital program in the state’s history. Western Sydney will see huge benefits from this program, through major transport projects including WestConnex, the Western Sydney Infrastructure Plan, Sydney Metro and Parramatta Light Rail.

Western Sydney’s transformation will be accelerated by the development of a Western Sydney Airport, which represents a once-in-a-generation opportunity for growth. The proposed airport, which is expected to be operational by the mid-2020s, will bring aviation services closer to millions of Sydneysiders and create investment opportunities for new and existing businesses in Western Sydney.

In spite of the Australian and NSW governments’ significant transport infrastructure investments, these projects alone will not meet Western Sydney’s long-term transport needs. More transport infrastructure will be required to provide people with efficient connections to jobs, homes and services.

We need to ensure efficient transport connections are put in place across Western Sydney, to the proposed new airport and to major centres including Parramatta and the CBD. We also need to ensure sufficient capacity is available on major corridors across the network.

As the most efficient mass transit system, rail will play an increasingly important role in Western Sydney’s future. However, given Western Sydney’s large geographical area and finite government budgets, we need to make careful decisions about where rail is needed most, how it can facilitate the economic development of the city, how it can be funded and when it should be delivered.

This is why the Australian and NSW governments are working together on the Western Sydney Rail Needs Scoping Study (the Scoping Study). The Scoping Study will examine the rail transport need, timing and options to service Western Sydney and the proposed Western Sydney Airport.

We have learnt through the experience of delivering major transport projects that gaining the early input, views and innovation of the private sector can deliver significant benefits. There is a great opportunity through early engagement to improve outcomes for the community, the private sector and government.

To achieve an informed discussion, the Australian and NSW governments have identified an initial set of rail service options that respond to the key challenge to provide connectivity and capacity across the region. We will bring industry and the community into the conversation early in the process, to ensure that you have a say in Western Sydney’s future transport network.

This is an opportunity to share your ideas and help shape rail strategy for Western Sydney. To have your say, we invite you to read this industry engagement briefing paper and the discussion paper and encourage you to make a submission. We want to hear from you so we can make Western Sydney a better place to live, visit and do business.

The City Deal for Western Sydney

The Commonwealth, New South Wales State Government and local governments are partnering in a plan for jobs, housing and improved transport in Western Sydney.

The Western Sydney Airport and the $3.6 billion Western Sydney Infrastructure Plan have extraordinary transformative potential for the region that will only be realised through better collaboration. The Western Sydney City Deal will capitalise on these major investments, linking planning, reform and infrastructure across all three levels of government to drive economic growth and improve liveability.

A rail link to the Western Sydney Airport will connect businesses to the world and each other, people to jobs, strengthen regional economic centres and activate new housing and employment lands. In assessing rail options outlined in this paper, governments will consider the extent that options maximise land use and transport opportunities, and drive the broader objectives of the Western Sydney City Deal.
2 Introduction

About the Western Sydney Rail Needs Scoping Study

The Australian and NSW governments are undertaking a Scoping Study to better understand the need, timing and service options for rail investment to support Western Sydney and the proposed Western Sydney Airport.

This study will assess if and how rail could be operational at the proposed Western Sydney Airport when it opens or, if not, how soon afterwards. It will also examine whether rail serving other parts of Western Sydney is a higher priority and needs to be delivered prior to an airport rail service.

We want to hear your views on the initial set of rail service options we have identified for Western Sydney and the proposed airport, as well as a range of funding approaches. We also want to know if there are other rail service options or funding approaches we should consider.

The outcome of this study will be a list of preferred rail options that will be recommended for further investigation through detailed technical analysis. The key milestones in the Scoping Study are outlined in Figure 1. Ultimately, the outputs from this study will form part of the work that informs the NSW Government’s updated Long Term Transport Master Plan, and support the Greater Sydney Commission’s District Plans.

The terms of reference for the Scoping Study are available at westernsydneyrail.transport.nsw.gov.au

About the industry paper

This paper has been developed to brief industry and potential investors about the Scoping Study and to encourage them to be a part of the conversation. It provides an overview of:

- The initial rail service options under consideration
- The funding and financing options under consideration
- How industry and investors can make a submission.

The industry engagement briefing paper is a companion document to the Western Sydney Rail Needs Scoping Study discussion paper (the discussion paper), which presents a more detailed analysis of the opportunities and challenges being addressed by the Scoping Study. We encourage you to read both the industry engagement briefing paper and the discussion paper before you make a submission. These documents are available at westernsydneyrail.transport.nsw.gov.au

NOTE: As the Australian and NSW governments are yet to make any funding commitments beyond the Scoping Study itself, we are not currently soliciting industry bids on any projects or expressions of interest regarding procurement opportunities.
Why we want to hear from industry

We encourage industry and investors to have their say on the Scoping Study so we can consider their views and interests early in planning for rail services in Western Sydney.

We want to hear your ideas on:

• How the private sector can collaborate with government to fund and finance rail solutions in Western Sydney, including through value-sharing opportunities
• What alignments and rail services could attract direct rail or land development investment
• Innovative ways to enhance the network to meet Western Sydney’s transport challenges (for instance, alignments, service solutions, technology upgrades etc.).

By making a submission to the Scoping Study, industry and investors can ensure their ideas are considered by the Australian and NSW governments in the development of their long-term plans for rail infrastructure in Western Sydney. For more detail about the submission process, see section 6.
3 Invest in NSW and Western Sydney

NSW, which boasts 23 years of uninterrupted growth and a AAA sovereign credit rating, has the largest state economy in Australia. The state’s stable political system, robust regulatory environment and strong government incentives make NSW a great place to do business.

Sydney is the economic engine of NSW and the nation’s gateway to the global marketplace. The city generates over $330 billion in regional domestic product each year. Sydney is a large and culturally diverse city that is home to over four million people, and which is forecast to grow by about two million people over the next 20 years. More and more multinationals are making Sydney their regional headquarters due to its supportive business environment, skilled workforce and excellent lifestyle.

Invest in Western Sydney

Nowhere is change and opportunity more evident than in Western Sydney. Already Australia’s third-largest economy, this region is expected to grow from two million to three million people over the next 20 years, which is a significantly faster rate of growth than other parts of Sydney and most other regions of Australia (see Figure 2). Western Sydney is home to a large and educated multicultural workforce, which is attracting many businesses to the region.

Western Sydney offers investment opportunities in a broad range of sectors, including manufacturing, property and business services, construction, and transport and logistics. The education and research sectors are also growing rapidly, as evidenced by the expansion of Western Sydney University’s multiple campuses and the University of Sydney’s growth in the Westmead Health and Education Precinct.

The growth and renewal of Western Sydney is being guided by the NSW Government’s metropolitan strategy A Plan for Growing Sydney. This plan will be strengthened by the Australian and NSW governments’ Western Sydney City Deal, the largest planning, investment and delivery partnership in Australia’s history.

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1. By global agencies Standard & Poor’s and Moody’s.
Investments in Western Sydney’s transport infrastructure

The growth and renewal of Western Sydney is underpinned by the Australian and NSW governments’ significant investments and planning for new infrastructure, including:

**The Western Sydney Infrastructure Plan**, which will see $3.6 billion invested over 10 years in new and upgraded roads to support integrated transport in Western Sydney and capitalise on the economic benefits of developing the proposed Western Sydney Airport at Badgerys Creek.

The **Sydney Metro Northwest** and the **Sydney Metro City & Southwest**, which will deliver more trains and faster services for customers from Rouse Hill to Bankstown via the Sydney CBD.

The **Parramatta Light Rail** is in planning stages for the preferred network, which combines a core CBD spine that offers connections across Greater Parramatta with branches to Strathfield via Sydney Olympic Park and to Carlingford.

**South West Rail Link Extension Corridor Preservation**, which will ensure a public transport corridor is preserved in Sydney’s south-west to provide a north-south connection through the South West Growth Centre and the Western Sydney Employment Area, including the Western Sydney Airport site.

The **Outer Sydney Orbital** is a multi-modal transport corridor, in the planning phase, which will connect the Central Coast and Illawarra regions.

The NSW Government is continuing work to preserve corridors for projects including the South West Rail Link and the Outer Sydney Orbital so it may build these transport services when required.

More information on these and other Western Sydney transport projects is provided in the discussion paper, which may be found at <westernsydneyrail.transport.nsw.gov.au>
4 Initial rail service options

An initial set of rail options has been identified to service Western Sydney and the proposed Western Sydney Airport. The selection of these options was informed by projected customer demand and population growth and ideas presented by the community and other stakeholders in public forums. The Australian and NSW governments encourage you to provide feedback on these initial options, and to let us know if there are other rail service options we should consider.

These initial options are presented in Figure 3 according to whether these:

- Provide connectivity within Western Sydney including to the proposed airport (Options 1-6)
- Provide new or enhanced connections between the Western Sydney region and other parts of Sydney (Options A-E).

For more information about projected rail demand for Western Sydney, including the proposed airport, please see the discussion paper.

How much will these services cost to build?

Although no detailed cost estimates have been prepared, it is anticipated that the most expensive option presented in this paper could cost up to about $25 billion if delivered today. The government is interested in hearing from the public and industry about innovative ways of reducing the costs of rail connections for Western Sydney and ways of funding the expenditure. See chapter 8 of the discussion paper for more detail on funding.
Figure 3 Western Sydney rail options

1. WSA to the South West Rail Link
2. WSA to Sydney Metro Northwest
3. WSA to Liverpool
4. WSA to the T1 Western Line via St Marys
5. Direct rail express service: WSA to Parramatta
6. A north-south link: Macarthur-WSA-St Marys-Schofields

A. New western metro-style service
B. Converting the T2 Airport Line between Revesby and Sydney CBD to a separate metro-style service
C. Extending the Sydney Metro City & Southwest
D. Increase capacity of existing network
E. New higher speed tunnel linking Parramatta and the Sydney CBD

Western Sydney Airport (WSA) site

Western Sydney Rail Needs Scoping Study | Industry engagement briefing paper
Options that connect to the proposed Western Sydney Airport

Below are the service options under consideration for rail in Western Sydney that include a connection to the proposed Western Sydney Airport (WSA). In line with Sydney’s Rail Future, when considering each of these options we need to understand how they will integrate with the operation of the existing network. See Table 1 for indicative journey times of these rail options from the proposed airport to the Sydney and Parramatta CBDs.

1. **WSA to the South West Rail Link**
   The simplest way to provide a train service to the proposed Western Sydney Airport would be to extend the South West Rail Link from Leppington via Bringelly to service the airport site using the double-deck suburban trains. This could provide good connections to Sydney’s south west including Campbelltown through to Liverpool and ultimately to places such as Parramatta and Sydney. This service also offers the potential to support additional developments at new stations between Leppington and the proposed Western Sydney Airport. In 2014-15, the NSW Government conducted community consultation for the corridor preservation of the South West Rail Link extension. Feedback from this consultation will be considered as part of this study.

2. **WSA to Sydney Metro Northwest**
   A new line from the proposed Western Sydney Airport to link with the Sydney Metro Northwest could provide connections to the existing rail network at places such as St Marys and Schofields. This could also provide rail connections for housing and employment developments at intermediate locations such as the Penrith Education and Health Precinct and Marsden Park. The line could run as a separate, stand-alone, metro-style service.

3. **WSA to Liverpool**
   If the Sydney Metro City & Southwest was extended from Bankstown to Liverpool (as described in option C) then a connection could be constructed to service the proposed Western Sydney Airport. This could provide good metro connections from the airport to the Liverpool to Bankstown area, and ultimately through to the Sydney CBD. This line also offers the potential to support additional developments at new stations between the proposed Western Sydney Airport and Liverpool.

4. **WSA to the T1 Western Line via St Marys**
   A branch of the existing T1 Western Line to the proposed Western Sydney Airport could enable suburban double-deck services to start at the airport and travel up to St Marys/Mt Druitt and then run express to Blacktown, Parramatta and Sydney. Combined with a new tunnel from Parramatta to Sydney (see option E), this line could provide a reasonably direct link from the airport to Parramatta and Sydney. This line also offers the potential to support additional developments at new stations between the proposed Western Sydney Airport and the T1 Western Line.

5. **Direct rail express service: WSA to Parramatta**
   This option would include a direct rail express service from the proposed Western Sydney Airport to Parramatta and through to the Sydney CBD. This line would require a new tunnel as it approaches Parramatta and from Parramatta through to the Sydney CBD. This service offers the potential for the fastest service between the airport and these two major centres, but would be comparatively expensive to construct. Initial assessments indicate that such a line could achieve journey times of 15 minutes from the proposed Western Sydney Airport to Parramatta and 12 minutes from Parramatta to the Sydney CBD based on a maximum speed of 160 kilometres per hour. While such a service would provide a short travel time to the broader Sydney basin and CBD, it would not necessarily service the population who are expected to work at and use a Western Sydney Airport in the short term.

6. **A north-south link: Macarthur-WSA-St Marys-Schofields**
   A north-south link of the T2 Inner West and South Line through to the T1 Western Line would provide north-south connectivity, and a useful connection between the proposed Western Sydney Airport and the existing rail network. As well as serving the airport, this link could open up a large part of Western Sydney for further development including Narellan, Oran Park, Bringelly, Badgerys Creek and the Penrith Education and Health Precinct. This rail service could potentially run as a stand-alone shuttle service using single-deck trains.
### Table 1  Indicative journey times for WSA rail options

<table>
<thead>
<tr>
<th>Option</th>
<th>In-vehicle train time (mins)*</th>
<th>WSA to Parramatta</th>
<th>WSA to CBD**</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. WSA to the South West Rail Link</td>
<td>52</td>
<td>55</td>
<td></td>
</tr>
<tr>
<td>2. WSA to Sydney Metro Northwest</td>
<td>35</td>
<td>57</td>
<td></td>
</tr>
<tr>
<td>3. WSA to Liverpool</td>
<td>49</td>
<td>64</td>
<td></td>
</tr>
<tr>
<td>4. WSA to the T1 Western Line via St Marys</td>
<td>33</td>
<td>48</td>
<td></td>
</tr>
<tr>
<td>5. WSA to Parramatta</td>
<td>15</td>
<td>27</td>
<td></td>
</tr>
<tr>
<td>6. A north-south link: Macarthur-WSA-St Marys-Schofields</td>
<td>35</td>
<td>55</td>
<td></td>
</tr>
</tbody>
</table>

Notes:

* In-vehicle time is the time by the fastest train service between WSA and Parramatta and Sydney CBD

** CBD is assumed to be Central Station in options 1, 2, 3 and 6, and Wynyard in options 4 and 5
Options that connect Western Sydney to other areas in Sydney

Below are high-level descriptions of options for new rail services offering improved connections from Western Sydney to the Sydney CBD and other parts of Metropolitan Sydney. These options do not include a connection to the proposed Western Sydney Airport. However, as indicated in Figure 3, some of these options could be combined with Western Sydney Airport options.

A. New western metro-style service

This line requires a tunnel to be built between Sydney and Parramatta/Westmead with stations located every few kilometres. It could operate as a stand-alone metro-style all-stops service using high-capacity single-deck trains, with the potential to transport 40,000 extra passengers per hour. It could potentially provide journey times between Sydney and Parramatta of around 30 minutes, relieving some demand on the existing network. This could also support opportunities for new developments at places such as Olympic Park, Five Dock and The Bays Precinct.

B. Converting the T2 Airport Line between Revesby and Sydney CBD to a separate metro-style service

The line from Revesby to Sydney via the Kingsford Smith Airport could be separated from the suburban network and operated as a metro-style shuttle terminating at a new station located in the Sydney CBD. This could allow an additional 12 trains per hour on the City Circle and an additional 7,000 passengers per hour between the Leppington/Campbelltown area and Sydney. This service could also provide a train more suited to customers with luggage travelling to and from Kingsford Smith Airport.

C. Extending the Sydney Metro City & Southwest

A separate study is assessing the options for extending the Sydney Metro City & Southwest from Bankstown to Liverpool. A direct connection to the metro line could provide faster journey times between Liverpool and Sydney and could free up additional capacity on the suburban trains that travel through Liverpool. It also offers the potential to support additional developments at new stations between Bankstown and Liverpool. Feedback received from consultation on the Sydney Metro City & Southwest Bankstown to Liverpool extension will be considered as part of the Scoping Study.

D. Increasing the capacity of the existing suburban network

Introducing advanced train management systems has the potential to increase the number of trains on each line by up to 20 per cent. This will provide capacity on double-deck suburban trains for an additional 4,000-5,000 passengers every hour per line.

E. New higher speed tunnel linking Parramatta and the Sydney CBD

This line would require a tunnel to be built between Sydney and Parramatta, with stations that could include The Bays Precinct and Olympic Park. This line could provide a quick connection between these two CBDs and could enable express services from the Blue Mountains and Western Sydney to the Sydney CBD, potentially doubling the capacity for services from Western Sydney and providing for an additional 25,000-30,000 passengers per hour.
5 Funding and financing

Over the next decades, the Australian and NSW governments will face increasing budgetary pressures as the population grows and ages. Expenditure needs to be managed so that governments can continue to deliver the services the community needs and expects.

We want to ensure we make the most of any future rail investment by harnessing the ideas and opportunities of industry and investors, especially in ways that could bring forward the timing of rail investments to create economic opportunity. Rail investments have great potential to facilitate economic development around station catchments. Likewise, the right service solution could provide an outstanding opportunity for investors, deliverers and operators as well as the people of Western Sydney.

We have listed some funding and financing options, and would like to hear the views of industry and investors about these options. We also want to know if there are other options or partnership arrangements that you think we should consider.

Funding options

Conventional government funding

Historically, rail infrastructure in NSW has largely been funded through traditional government budget allocations. Rail must compete for finite government funding against the multiple demands for infrastructure and services from communities across the state. There is a limit to the amount of government funds available for rail infrastructure. As a result, rail projects need to be prioritised and it may not be possible or may take longer to deliver rail services through government funding alone than what is expected by the community.

User pays

Investment in rail services for Western Sydney is expected to directly benefit new and existing travellers, including both commuters and airport customers. Given the expected costs of any new rail infrastructure, fares and user charges are not expected to cover the costs of construction. Fares and other direct user charges, however, could contribute to funding the operation of a service once it is built. Different types of rail services will better service some markets than others, and future customer demand will affect both the size and timing of revenue from fares.

Value sharing

Investment in rail services for Western Sydney will bring benefits to multiple communities and stakeholders, including commuters, airport travellers, landowners, property developers, and local residents and businesses. For this reason, it is important to consider who will benefit from new rail infrastructure and who can contribute to the funding of this infrastructure.

The right kind of government intervention can result in the creation of additional value or uplift for a range of beneficiaries. Value sharing describes a variety of mechanisms that enable governments to leverage future revenue streams from this uplift in value and to apply these revenues to project funding and upfront financing.

A ‘value sharing’ or ‘beneficiary pays’ approach considers how a project delivers value to different groups of beneficiaries and what mechanisms are available to enable some of this increased value to be realised as revenue streams that can contribute to project funding.

Value sharing can allow governments to invest in rail infrastructure earlier, or deliver a better project than what might be possible using government funding or user pays funding alone. Contributions should, however, be based on the principle of proportional, fair and appropriate benefit sharing.

The Scoping Study will look at the following three broad areas of value sharing opportunities:

- Revenue from increased productivity and economic activity
- Revenue from higher-value land use
- Contributions from new property development opportunities.

Financing options

Projects that incorporate financing innovation, such as co-investment or partnership arrangements have the potential to enable government funds to achieve a greater impact for the community. Like the value sharing approach, this may also allow rail infrastructure to be delivered earlier than what might be possible using government funding alone.

There are a number of finance tools that allow governments access to additional investment capital, other than through increasing government debt. These include:

- Public-Private Partnerships (PPPs)
- Concession agreements
- Leases
- Asset sales/long-term leases.
How funding and financing options will be assessed

Over the coming months the Scoping Study project team will be assessing the likely benefits and impacts of each of the options identified and will be developing funding options that suit the rail transport needs for Western Sydney and the proposed airport. This includes investigation and modelling of:

- The trade-offs for different funding options
- How the different types of rail options being considered can best support or be supported by a range of funding sources
- The commercial and financial implications of the different funding options.

Understanding the role of value sharing

Value sharing and other innovative measures are only one part of funding future rail infrastructure. Experience from Australia and overseas has shown that conventional funding sources will continue to play a major role in meeting the funding challenge.

On 8 December 2015, the preferred network for the Parramatta Light Rail project was announced with the core spine of the preferred network from Westmead to Camellia via Parramatta CBD, and branches to Carlingford and Sydney Olympic Park via Strathfield. The NSW Government also announced the introduction of a Special Infrastructure Contribution (SIC) Scheme to contribute funding to the Project as well as funding for road network improvements and community infrastructure.

Value sharing can help contribute to infrastructure needs by:

- Providing funding mechanisms that allow future value creation to support project financing facility
- Assisting with the overall funding task by reducing the total call on government budgets
- Promoting equitable sharing of project benefits between those who directly benefit from a project and other taxpayers
- Strengthening the link between project planning and project benefits.

Value sharing models and opportunities are context specific. For this reason, the value sharing models outlined above might not be suitable for all Western Sydney projects. It is now standard practice for both the Australian and NSW governments to consider the value sharing opportunities for all infrastructure projects. Value sharing opportunities for rail service options considered in this study will be examined on a project-by-project basis.
6 Making a submission

The Australian and NSW governments want to hear from industry and investors about the initial rail options under consideration, if there are additional rail services or technology options that we should consider and how these options could be delivered, funded and financed.

This is your opportunity to have a say on the future of rail services in Western Sydney early in the planning process.

We encourage you to consider the questions listed on page 18 that are intended to prompt thinking and assist in the generation of submissions. You are also encouraged to look at the questions on page 49 of the general discussion paper.

Your input will help the Australian and NSW governments plan for the future and we welcome the opportunity to receive your feedback.

The consultation period closes on 28 October 2016.

Submission requirements

To provide your feedback, we encourage you to respond to the questions and issues presented in this industry engagement briefing paper. We ask that you provide us with key information about yourself, including:

- Your name
- Email contact
- Postcode of your home, workplace and/or place of study.

Submissions should be titled “Response to industry engagement briefing paper” and be a maximum of three pages.

You can make a submission by:

**Online**
westernsydneyrail.transport.nsw.gov.au

**Email**
westernsydneyrail@transport.nsw.gov.au

**Write**
Western Sydney Rail Needs: feedback
PO Box K659
Haymarket NSW 1240

While individual submissions will not be published, the final Scoping Study may outline the themes and issues raised within the comments. Individuals and organisations are free to publish their own submissions if they wish to do so.

**NOTE:** As the Australian and NSW governments are yet to make any funding commitments beyond the Scoping Study itself, we are not currently seeking industry bids on any projects or expressions of interest regarding procurement opportunities.
Unsolicited proposals

You should not submit any unsolicited proposals as part of your submission on the Scoping Study. If a private sector entity wants to submit an unsolicited proposal to the NSW Government on a specific option to which they intend to contribute funding and wish to claim intellectual property, this should occur separately through the process identified in the NSW Government’s Unsolicited Proposals: Guide for Submission and Assessment, available from www.nsw.gov.au.

Please note that any such proposals may not be considered or assessed against the needs identified in the Scoping Study until after the Scoping Study has concluded, unless ideas are also submitted in response to this paper.

Protecting confidentiality and intellectual property

If you would like your submission and the ideas contained within to remain confidential please clearly mark your submission as Commercial-in-Confidence. This request will be respected throughout the process.

Likewise, if intellectual property is held this should be clearly marked on the submission and will be respected throughout the process.

Ideas contained within submissions may be incorporated in the Scoping Study final report in general terms.

Privacy

Your submission, including any personal information supplied, is being collected by the Department of Infrastructure and Regional Development in accordance with the Privacy Act 1998 (Commonwealth) and by Transport for NSW in accordance with the Privacy and Personal Information Protection Act 1998 (NSW) for the purposes of informing the Scoping Study and the improvement of transport links in NSW.

The Commonwealth Department of Infrastructure and Regional Development and Transport for NSW will take all reasonable steps to ensure that your personal information is stored securely.

Your personal information will be used by these agencies and disclosed by these agencies to their advisers and other Commonwealth and NSW agencies for use in consideration of the Scoping Study and the improvement of transport links in NSW, including making contact with you about your submission.

By making a submission you consent to the collection, use and disclosure of the personal information supplied by you in the context of your submission for the above purposes.
Scoping Study questions for industry

The below questions are intended to act as prompts in preparing submissions from industry. Submissions may respond to none, some or all of the questions below.

Industry-specific questions

Your ideas are welcomed on:

A. What alignments, connections, station locations and rail service types may promote investment and why? Do you have ideas on what this could look like?

B. How could property investment integrate with or enhance development of rail investment in Western Sydney?

C. What types of rail services may attract industry to own, operate and/or maintain the assets and services?

D. How could the private sector contribute to the capital and/or operational funding of new rail services in Western Sydney?

E. Do you have any other ideas that can help us make rail solutions more attractive for industry and improve service outcomes?

F. Do you have any suggestions for how we should continue to engage with business about planning for rail services in Western Sydney?
7 How the options will be assessed

The criteria and objectives

The initial list of rail options for Western Sydney and the proposed Western Sydney Airport, plus any suggestions received during the consultation process, will be assessed using the project objectives and assessment criteria in Table 2. These project objectives were drawn from the Australian and NSW governments’ published goals for Western Sydney, including *A Plan for Growing Sydney*, *Sydney’s Rail Future*, and the draft Airport Plan for the proposed Western Sydney Airport.

Each of the rail service options will be assessed against modelling for 2036 and 2056.

*Table 2  How the options will be assessed*

<table>
<thead>
<tr>
<th>Objective</th>
<th>Description</th>
<th>Assessment criteria</th>
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<tr>
<td><strong>Customer Focus</strong></td>
<td>Deliver high-quality, customer-focused services that prioritise frequency,</td>
<td>• Frequency</td>
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<td></td>
<td>journey time and reliability</td>
<td>• Reliability</td>
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<tr>
<td></td>
<td></td>
<td>• Journey time</td>
</tr>
<tr>
<td>**Connectivity &amp; City</td>
<td>Develop a rail network that:</td>
<td>• Connect households to services and opportunities</td>
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<tr>
<td>Shaping**</td>
<td>• Equitably improves access to services and opportunities</td>
<td>• Improve connections to the regional centres within the Sydney Metropolitan Region</td>
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<td></td>
<td>• Supports Sydney’s long-term housing needs</td>
<td>• Promote opportunities for urban renewal</td>
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<td></td>
<td>• Shapes the location of housing and employment to achieve more efficient</td>
<td>• Provides connections to Western Sydney Airport appropriate to demand</td>
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<td></td>
<td>development, including release of lands for housing and employment</td>
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<td><strong>Network Capacity</strong></td>
<td>Provide the capacity and flexibility required to:</td>
<td>• In-vehicle capacity (the number of people who can comfortably travel in each</td>
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<td></td>
<td>• Cater for predicted demand</td>
<td>carriage)</td>
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<td></td>
<td>• Shape Sydney’s growing demand for transport</td>
<td>• Station capacity</td>
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<td></td>
<td></td>
<td>• Train-path capacity</td>
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<td><strong>Environmental Sustainability</strong></td>
<td>Grow the proportion of travel by sustainable modes, ease congestion and</td>
<td>• Grow the proportion of travel by rail</td>
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<td></td>
<td>improve asset utilisation and energy efficiency</td>
<td>• Contribute to improving the energy efficiency of the transport sector</td>
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<td><strong>Productivity</strong></td>
<td>Contribute to and facilitate the sustainable and efficient economic</td>
<td>• Reduce travel time to knowledge hubs and high-productivity centres</td>
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<tr>
<td></td>
<td>development of Sydney’s metropolitan region and a Western Sydney Airport</td>
<td>• Facilitate rather than hinder increased freight on rail</td>
</tr>
<tr>
<td><strong>Social Inclusion</strong></td>
<td>Support Western Sydney communities through providing more transport choice</td>
<td>• Increase accessibility to high-value employment and education</td>
</tr>
<tr>
<td>Objective</td>
<td>Description</td>
<td>Assessment criteria</td>
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| **Financial Sustainability** | Ensure the government has the financial capacity to meet the growing demand for infrastructure and services | • Capital and whole-of-life costs, including operations and maintenance  
• Ability to use value sharing as part of a comprehensive funding solution  
• Impact on timing of funding being available |
| **Delivery Risk**          | Modernise Sydney’s rail network in a responsible and seamless way that minimises disruptions to the travelling public | • Minimise project delivery risks  
• Minimise construction impact on residents, important community facilities and open space  
• Minimise operational impact during construction |
| **Safety**                 | All options will be designed to meet minimum safety requirements             | • Ensure members of the public, passengers and employees can travel safely each day  
• Safety legislation and regulation will be the baseline for all operations |
8 Next steps

Following the consultation period, we will assess the viability of each of the rail service options to determine which have the most merit and should be recommended for more detailed investigation. We will also be assessing the funding and financing options for delivering these rail service options.

The final outcome of this assessment may be the selection of several preferred options or combinations of options that would be delivered within different time frames.

Following the consultation with industry and the community we will consider all feedback to develop preferred options for further investigation. Figure 4 outlines the key stages of the Scoping Study.

Ultimately, the outputs from this study will form part of the work that informs the NSW Government’s updated Long Term Transport Master Plan, and support the Greater Sydney Commission’s District Plans.
This document contains important information about public transport projects in your area. If you require the services of an interpreter, please contract the Translating and Interpreting Service on 131 450 and ask them to call Transport for NSW on (02) 9200 0200. The interpreter will then assist you with translation.

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