Western Sydney Rail Needs Scoping Study

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

We want to hear from the community, stakeholders and industry about where rail is most needed in Western Sydney, how it could be funded and when it should be delivered.

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 growth of Western Sydney

Western Sydney is currently home to two million people and is Australia’s third largest economy.

In the next 20 years, Western Sydney’s population is expected to grow by almost a million people - a rate faster than any other part of NSW and most other regions of Australia.

Transport links across Western Sydney (including to the proposed airport) will be critical to the region’s long-term success by bringing people closer to jobs, health and education services and leisure activities.

Rail is the backbone of the public transport system, so it’s important that any future train lines and stations are located where they are most needed, where they support the rest of the transport network and where they can move large numbers of people efficiently and effectively.

This is why the Australian and NSW governments are working together to undertake this joint scoping study.

Scoping Study process

- Study announced – November 2015
- Develop assessment criteria for rail routes
- Identify initial list of options
- Community, stakeholder and industry consultation
- Review community feedback and assess rail options against criteria
- Identify preferred options short list
- Final report provided to both governments for their consideration

September 2016
How will these options be funded and delivered?

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

Although no detailed cost estimates have been prepared, it is anticipated that the most expensive single option presented in this paper could cost up to about $25 billion if delivered today. In addition to construction costs, consideration also needs to be given to ongoing costs for running and maintaining any new rail service.

The Scoping Study is examining various options to fund and finance the rail options, including:

- Government funding
- User pays
- Value sharing.

We also want to hear community and industry ideas about how the rail options could be funded.

Have your say

The Australian and NSW governments want to hear your views on the rail options presented here and any others that you think should be considered for the Western Sydney region and the proposed Western Sydney Airport. We also want to hear about when you think they should be delivered, what should take priority and how they should be funded.

Before making your submission, we encourage you to read the Western Sydney Rail Needs Discussion Paper available from [westernsydneyrail.transport.nsw.gov.au](http://westernsydneyrail.transport.nsw.gov.au)

The paper includes a series of questions you may wish to respond to (see next page).

Next steps

The Scoping Study will assess the viability of each option to determine which have the most merit and should be recommended for more detailed investigation. The final outcome of this assessment will be a report to government that recommends a short list of rail options to be taken forward for further assessment.

Private sector organisations

The Australian and NSW governments are also interested to hear private sector suggestions for potential innovative funding solutions. An industry engagement briefing paper that includes details about co-investment and partnership arrangements is available at [westernsydneyrail.transport.nsw.gov.au](http://westernsydneyrail.transport.nsw.gov.au)
Western Sydney Airport

The proposed Western Sydney Airport at Badgerys Creek is expected to be operational in the mid-2020s and on opening is estimated to have around five million passengers a year. The airport would grow with demand and by 2050 around 37 million passengers would be using the airport – this is about the same number of passengers that use Sydney (Kingsford Smith) Airport today.

Ultimately, a Western Sydney Airport could cater for over 80 million passengers a year.

The Australian and NSW governments recognise that rail will be critical to facilitating transport to and from a Western Sydney Airport, particularly as passenger and airport employee numbers grow. The Western Sydney Airport site is being prepared to be rail ready, but this needs to be integrated with broader rail transport connections in Western Sydney.

The Scoping Study will look at Western Sydney and the proposed airport as a whole and consider the best options for future investment, including decisions about timing, and rail service options both directly to the airport site and within the Western Sydney region.

For more information about the proposed airport go to westernsydneyairport.gov.au

Transport projects underway in Western Sydney

The Australian and NSW governments are making unprecedented investments in transport infrastructure in Western Sydney to support the growth occurring in the region. In addition to this study and investment in rail projects like Sydney Metro, $3.6 billion is being invested over 10 years under the Western Sydney Infrastructure Plan.

This investment in new and upgraded roads will relieve pressure on existing infrastructure and unlock the economic potential of Western Sydney and the proposed airport. The plan includes:

• Upgrade of The Northern Road
• Construction of a new east-west motorway
• Upgrade of Bringelly Road
• Construction of the Werrington Arterial Road
• Upgrade of the intersection of Ross Street and the Great Western Highway
• A $200 million package for local roads upgrades

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

Rail capacity in Western Sydney

Western Sydney’s rail network is heavily utilised. On a typical weekday, there are more than 50,000 daily passengers on city-bound trains departing Parramatta.

Increasing passenger demand has resulted in parts of Western Sydney’s rail network already operating at peak capacity, which can have a negative impact on on-time running and performance of rail services.

Rail demand is expected to grow strongly over the coming years and so continued investment will be required to cater for these demands.
Rail options under consideration

An initial set of rail options which could service Western Sydney and the proposed Western Sydney Airport have been identified through an analysis of projected customer demand and population growth.

**Options 1–6**: Options that connect to the proposed Western Sydney Airport.

**Options A–E**: Options that connect Western Sydney to other areas in Sydney.

This study will assess the viability of each of these options to determine which have the most merit and should be recommended for more detailed investigation. All options will be considered individually and in combination.

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**Image Description**

- **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 the existing network
- **E**: New higher speed tunnel linking Parramatta and the Sydney CBD
- **T1**: Western Sydney Airport (WSA) site
- **T2**: North Shore, Northern and Western Line
- **T3**: Airport, Inner West and South Line
- **T4**: Bankstown Line
- **T5**: Eastern Suburbs and Illawarra Line
- **T6**: Cumberland Line
- **T7**: Carlingford Line
- **T8**: Olympic Park Line
Will other rail options be considered?
Yes. We want to hear the views of the community and industry about the options presented here. We also want to know if other rail options should be considered to service the proposed airport or the Western Sydney region.

How will these options be assessed?
The rail options for Western Sydney and the proposed Western Sydney Airport will be assessed using assessment criteria that meet customer needs, environmental sustainability, safety and other key factors.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Description</th>
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<tbody>
<tr>
<td>Customer Focus</td>
<td>To deliver high-quality, customer focused services that prioritise frequency, journey time and reliability</td>
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<td>Connectivity &amp; City Shaping</td>
<td>To develop a rail network that:</td>
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<td>• Equitably improves access to services and opportunities</td>
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<td>• Supports Sydney’s long-term housing needs</td>
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<td>• Shapes the location of housing and employment to achieve more efficient development, including release of lands for housing and employment</td>
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<tr>
<td>Network Capacity</td>
<td>To provide the capacity and flexibility required to:</td>
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<td></td>
<td>• Cater for predicted demand</td>
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<td></td>
<td>• Shape Sydney’s growing demand for transport</td>
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<td>Environmental Sustainability</td>
<td>Grow the proportion of travel by sustainable modes, ease congestion and improve asset utilisation and energy efficiency</td>
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<td>Productivity</td>
<td>Contribute to and facilitate the sustainable and efficient economic development of Sydney’s metropolitan region and a Western Sydney Airport</td>
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<td>Social Inclusion</td>
<td>To support Western Sydney communities through providing more transport choice and opportunities to contribute</td>
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<td>Financial Sustainability</td>
<td>Ensure the government has the financial capacity to meet the growing demand for infrastructure and services</td>
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<td>Delivery Risk</td>
<td>Modernise Sydney’s rail network in a responsible and seamless way that minimises disruptions to the travelling public</td>
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<td>Safety</td>
<td>All options will be designed to meet minimum safety requirements</td>
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Discussion paper questions

The questions below are designed to capture your ideas about the needs, preferences, and priorities of rail services in Western Sydney for the next 20 years and beyond.

Questions 1-5 seek comment on the discussion paper’s overview of the key challenges for expanding rail services in Western Sydney.

1. What is the key challenge that should be addressed by rail services for Western Sydney?
2. What areas of Western Sydney are most in need of new or upgraded rail services? Why?
3. What rail services would help you access employment, health, business and education precincts in Western Sydney?
4. What other challenges should the Scoping Study address?
5. How could governments best take an active role in encouraging greater use of public transport given the potential benefits to the environment and sustainability?

Questions 6-12 seek comment on the initial set of rail options outlined in the discussion paper, which would service the Western Sydney region and the proposed Western Sydney Airport.

6. What rail services should be delivered as the highest priority to service a Western Sydney Airport?
7. What other rail options should be considered in this study to service a Western Sydney Airport?
8. What is the highest priority rail service required for the Western Sydney region?
9. What other rail options should be considered in this study to service other parts of the Western Sydney region?
10. Should rail services to a Western Sydney Airport be prioritised over services to other Western Sydney locations? Why?
11. If a rail connection is provided to the proposed Western Sydney Airport, should it be provided when the airport opens or when there is sufficient demand?

12. Is it more important to be able to travel (by rail) to the proposed Western Sydney Airport or to other locations in Western Sydney? Why?

Question 13 seeks comment on the Scoping Study’s objectives and assessment criteria for assessing all rail options.

13. What other assessment criteria should the Scoping Study consider?

Question 14 seeks comment on the options for funding and financing rail services for Western Sydney and the proposed Western Sydney Airport.

14. How do you think rail services in Western Sydney should be funded?
   a. Government funding
   b. Value sharing
   c. User pays
   d. A combination of the above
   e. How else could future rail services be funded?

We encourage you to respond to the questions and issues presented in the discussion paper. We ask that you provide us with key information about yourself, including: your name, email and postcode. Submissions should be titled ‘Response to the Discussion Paper’. Submissions close 28 October 2016.

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westernsydneyrail.transport.nsw.gov.au

Email
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Write
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