

OVERVIEW - CRITICAL TRANSPORT INFRASTRUCTURE ISSUES FOR FAIRFIELD CITY

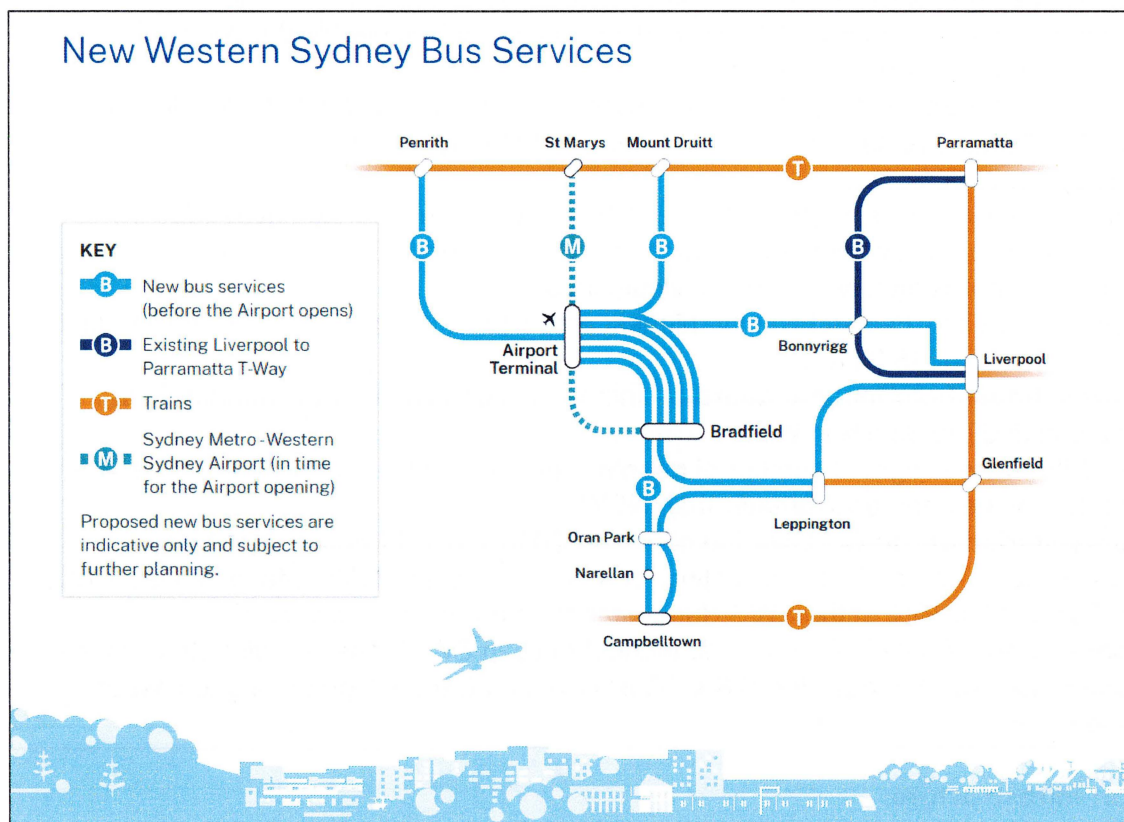
Socio Economic Indicators:

1. Under the NSW SEIFA (Socio-Economic Indexes for Areas - relative to socio-economic advantage and disadvantage) FCC has the lowest socio-economic ranking in NSW falling from 4th lowest to lowest in the last 3 years.
2. Analysis undertaken by Council of ABS Census Data suggests that this is attributable to:
 - a. **Unemployment (UE)** rate of 9.7% (Dec 2023) which is significantly higher than Greater Sydney 3.4%, including a youth UE rate of 18.2%, double the youth UE rate for Greater Sydney of approx. 9%.
 - b. **COVID** – Fairfield Community has not recovered from the hard lockdowns during COVID. With the restrictions on travel many lost their jobs, and/or reduced employment hours.
 - c. **Total housing and transport costs** combined represent approximately 72% of individual income. By comparison, for North Sydney, total housing and transport costs represent approximately 33% of individual income.
 - d. **Housing stress** - Fairfield has the highest proportion of households in rental stress in NSW at a rate of 48.2 per cent.
 - e. **Lowest household income quartile** - Increase in people in lowest quartile from 30.2% in 2021 to 32.5% in 2016.
 - f. **Disability rate** - Highest number of people with a disability at 9.3%, 30% higher than Greater Sydney and 58% greater than NSW.
 - g. **Humanitarian entrants** - Over the course of 2016-2019, 11,800 humanitarian entrants came to Fairfield, accounting for 41% of the entire NSW intake. In Dec 2020, Fairfield settled 59% of the SWS Humanitarian entrants arriving in NSW.
 - h. **Poor Health** – Fairfield City has the highest rates in SW Sydney for diabetes, stroke, kidney Disease, Asthma, Hep B & C. Cost of health Care is high adding to cost of living crisis.

Transport Infrastructure:

3. From a transport planning perspective, the Fairfield City Transport Study 2021 indicated:
 - a. TfNSW Travel Survey Data from 2018-2019 indicated that 77% of all trips in Fairfield are undertaken by private vehicle (car driver, car passengers & taxi), this is higher than the Greater Sydney average of 69%.
 - b. Fairfield residents have a relatively high car ownership rated with over 20% of households having 3 or more vehicles compared to approx. 15% for Greater Sydney
 - c. Approximately 70% of Fairfield Resident leave the LGA for work, with only approx. 10% using public transport.
 - d. A number of main arterial roads through Fairfield City (e.g. Cumberland Hwy, Hume Hwy, Cowpasture Rd, Elizabeth Drive, The Horsley Drive & Victoria Rd) are experiencing ongoing increases in regional traffic levels (including freight traffic) that is only likely to increase into the future.

- e. Currently Fairfield is not served by any east – west public transport connections toward the WS Airport & Aerotropolis
- f. Under current State lead initiatives there is a major void in public transport planning for Fairfield with no commitment to a metro rail link or direct rapid bus connections from Fairfield to the Airport/Aerotropolis, compared to major focus being given to other areas of Western Sydney.
- g. A TfNSW information document (see attachment) released in May 24 (extract below) indicates that Fairfield residents will only have access to bus services to the Airport/Aerotropolis via an 'intermediate' service originating from Liverpool City Centre via Bonnyrigg at the bottom end of the Fairfield LGA.



- h. At this stage Fairfield has not been provided any details in regard to:
 - o Demand analysis including the frequency and seating capacity of the service and whether this will be adequate for the needs of Fairfield residents.
 - o The service will only run every 30 minutes, 5am to 10pm daily. This does not align with the needs of shift workers, Airport and many businesses within the Aerotropolis that will be operating 24hrs.
 - o Whether other bus services from other areas of Fairfield need to be amplified achieve suitable access to the Airport bus service at Bonnyrigg.

FAIRFIELD CITY COUNCIL – RECOMMENDATIONS TO THE INQUIRY

1. Given Fairfield's context, major Investment in infrastructure & public transport is required to mitigate effects on both disadvantage and inequality for the people of our City.
2. Fairfield requests the urgent preparation of a business case for the East – West Passenger Rail as identified in the 2018 State & Federal Western Sydney Rail Needs Study, NSW Future Transport Strategy, Greater Sydney Region Plan 2017 and Western City District Plan 2018.
3. The East – West Passenger Rail is not only required to address the existing chronic deficiency in public transport and levels of disadvantage in Fairfield, but would also provide a catalyst for urban renewal and provision of significant levels of new housing (up to 20,000) in the Fairfield Urban Investigation Area comprising the suburbs of Horsley Park and Cecil Park. Opportunities would also be created for major urban renewal and additional housing through the provision of Metro stations at Prairiewood and Smithfield Town Centres.
4. As matter of urgency, to ensure equitable provision of rapid bus services across the region, attention needs to be given to provision of services directly from the Fairfield LGA to the Airport/Aerotropolis.
5. The growth in regional traffic levels through Fairfield are likely to significantly increase with the opening up of the Airport/Aerotropolis. As such further planning and commitment is required from the State Government to ensure there will be suitable capacity and levels of performance on critical arterial roads through Fairfield providing access to the Airport/Aerotropolis from urban areas east of Fairfield City.
6. Expedite the delivery of The Horsley Drive upgrade and business case for the Southern Link Road connecting the Wetherill Park industrial area (through the northern section of Horsley Park) to the proposed intermodal facility in the Mamre Rd Precinct in Penrith, are required to reduce the pressure of freight traffic on the existing road network servicing the industrial lands in the Aerotropolis and Western Sydney Employment Area.
7. Given increasing vehicle costs and the implications for levels of disadvantage being experienced, Fairfield Council's position is that it is imperative that major road infrastructure projects such as the M12 Motorway must provide for toll free access to the Western Sydney Airport.

New Bus Services to Western Sydney Airport Precinct

May 2024

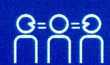


New bus services will connect Penrith, Campbelltown and Liverpool, as well as Mount Druitt and Leppington, to the new Western Sydney International Airport and Bradfield City Centre.

Bus services will start before the Western Sydney International Airport opens in 2026 to support growth across the Western Sydney Airport Precinct.

Five new bus routes will connect communities to the growing number of jobs, education and leisure opportunities being created across the Airport Precinct.

We speak your language



Call 131 450 and ask them
to call 1800 684 490



New transport network in Western Sydney Airport Precinct

Transport for NSW is building a safe, easy-to-use transport network in the Airport Precinct.

New transport services will connect communities, visitors and businesses to each other and give people better access to jobs and services, educational, cultural and social opportunities, and surrounding transport hubs.

Work is already well underway:



The Northern Road and Bringelly Road upgrades
Complete



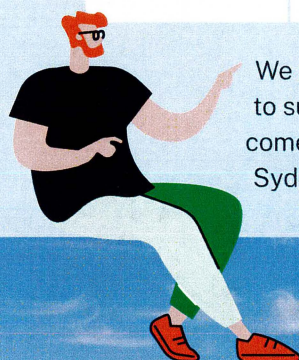
Toll-free M12 Motorway
Opening 2026



New bus services
Starting before Airport opens



Sydney Metro – Western Sydney Airport
Operating before Airport opens



We are planning more services for the Airport Precinct to support growth and travel demand in the years to come. This will include a Rapid Bus Network in Western Sydney in the future.

Connecting communities

Two new bus services from Campbelltown

- Both bus routes will serve Oran Park
- One bus route will go via the centre of Narellan, direct to the Airport Precinct
- One bus route will bypass Narellan to Leppington, where passengers can change to other bus services to the Airport Precinct or Liverpool, as well as the Sydney Trains network.

New bus services from Penrith

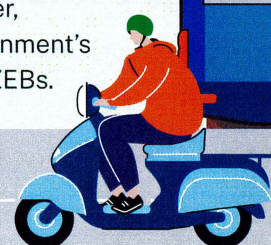
- Will provide better connections to Nepean Hospital.

To find out what other projects Transport is working on in the area, scan the QR code or visit nswroads.work/western-sydney-airport-precinct



Better for the environment

The new bus services will include Zero Emission Buses (ZEBs). These will provide quieter, smoother and more comfortable journeys for passengers, and support the NSW Government's goal of net zero emissions by 2050. Existing depots will be upgraded to cater for the ZEBs.

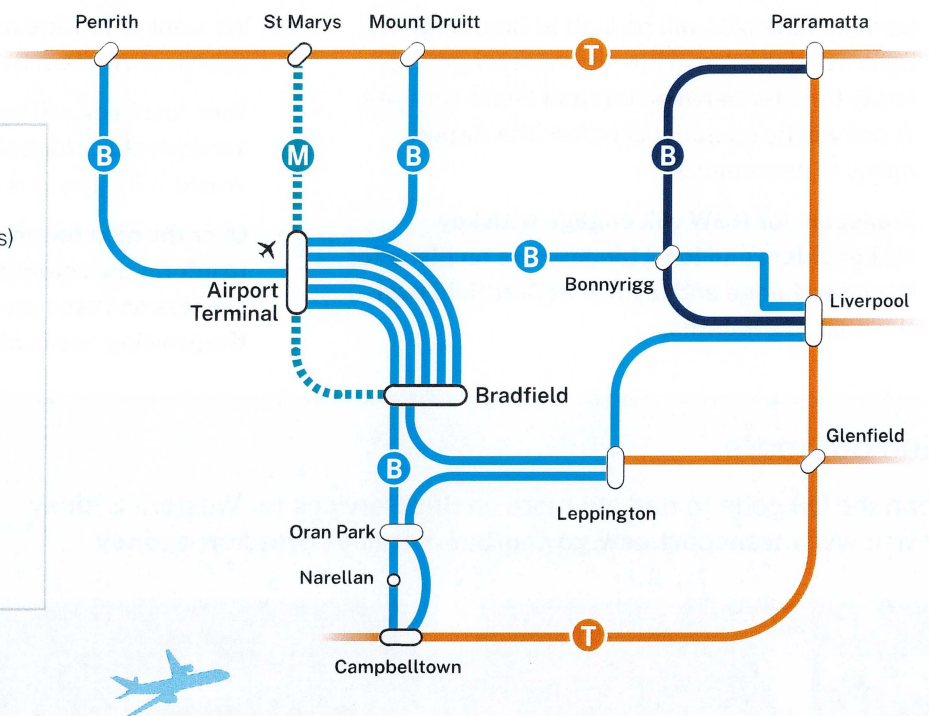


New Western Sydney Bus Services

KEY

- New bus services (before the Airport opens)
- Existing Liverpool to Parramatta T-Way
- Trains
- Sydney Metro - Western Sydney Airport (in time for the Airport opening)

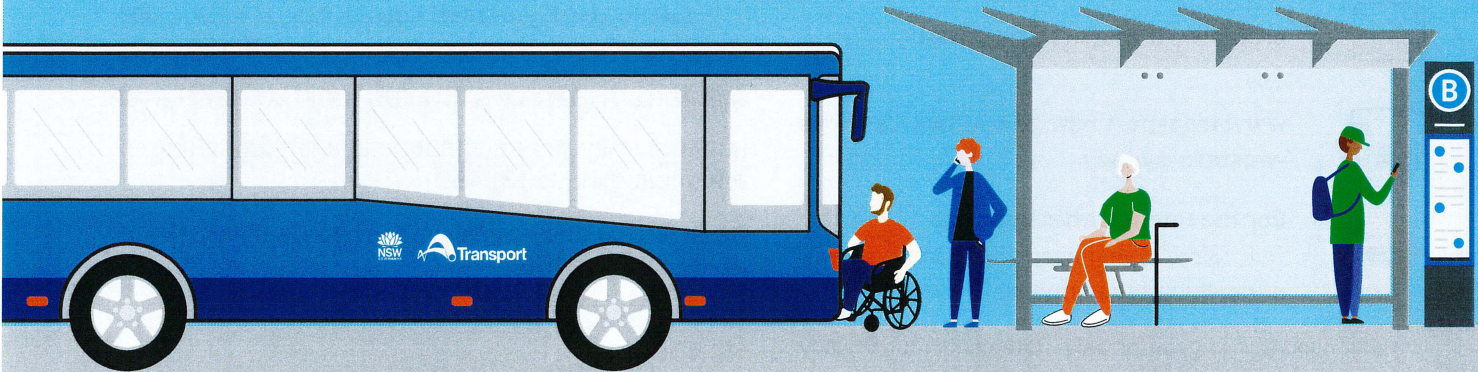
Proposed new bus services are indicative only and subject to further planning.



New services will mostly use existing roads so they are running as soon as possible. This includes the new bus lanes and infrastructure built during The Northern Road Upgrade.

Buses will run: every 30 minutes, 5am to 10pm daily

Liverpool to Bradfield, via Airport	67 minutes
Campbelltown to Airport, via Bradfield	66 minutes
Penrith to Bradfield, via Airport	60 minutes
Mt Druitt to Bradfield, via Airport	60 minutes
Liverpool to Airport via Leppington and Bradfield	55 minutes



We want to stay connected

New interchanges and layovers

- New interchanges will be built at Bradfield City Centre and the Airport to allow passengers to easily transfer between bus and Metro services. These will be operational before the Airport opens to passengers
- **Transport for NSW will engage with key stakeholders and local landowners on plans for the interchange and layover at Bradfield over the next few months.**

What you want from your bus network

- We want to provide new bus services that the people of Western Sydney can be proud of
- Your feedback will help us plan the new bus services plus proposed future stages of the Western Sydney bus network
- **Over the next few months we'll continue to inform the community about the new services and seek your feedback to support the growing needs of the community.**

Find out more

Scan the QR code to find out more on Bus Services for Western Sydney or visit www.transport.nsw.gov.au/bus-services-western-sydney



Contact us



Project Infoline **1800 684 490**



projects@transport.nsw.gov.au



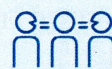
www.transport.nsw.gov.au/bus-services-western-sydney



For the latest traffic updates:

Call 132 701, visit livetraffic.com or download the app Live Traffic NSW

www.transport.nsw.gov.au/privacy-statement#Your_Privacy



Interpreter service

For languages other than English call **131 450**

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Để có dịch vụ thông ngôn cho các ngôn ngữ khác tiếng Anh, gọi số **131 450**

За превођење на језике осим енглеског јавите се на **131 450**