

**Submission
No 32**

SYDNEY METRO WEST PROJECT

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Inquiry into Sydney Metro West project

September 2023

sydneymetro.info



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Introduction

Sydney Metro is Australia's biggest public transport project – responsible for delivering and operating a package of works worth more than \$60 billion. This includes the operational Metro North West Line, and three lines under construction: Sydney Metro City & Southwest, Sydney Metro West and Sydney Metro – Western Sydney Airport. When complete, Sydney will have a network of four metro lines, spanning 46 stations and 113km of new metro rail. The metro network connects customers in the north west, west, south west and greater west to faster, more reliable and accessible transport.

As envisaged in the 2018 Final Business Case, Sydney Metro West will double rail capacity between Greater Parramatta and the Sydney CBD, with a travel time target between the two CBDs of about 20 minutes. Sydney Metro West will:

- Relieve the congested T1 Western Line, T9 Northern Line (previously T1 Northern Line) and T2 Inner West Line
- Provide travel time savings for customers in Western Sydney and along the Greater Parramatta to Sydney CBD corridor.
- Reduce station crowding at some stations.
- Provide rail transport to areas where it is currently not available.
- Connect Greater Parramatta and the Sydney CBD to support the vision for a metropolis of three cities
- Support delivery of the '30-minute city' as identified in the Future Transport 2056 strategy.
- Reinforce the role of Greater Parramatta as the Central River City.
- Improve connectivity to major attractions and key precincts located along the corridor, including Sydney Olympic Park and The Bays Precinct.
- Support urban renewal and increased housing supply.
- Increase accessibility across Sydney and provide customers with a new world-class metro service.

Sydney Metro West will support well-connected and vibrant places that re-imagine Western Sydney and reduce the traditional reliance on long-haul, peak-hour-only commutes to and from major employment centres.

Timeline

In November 2016, the NSW Government announced Sydney Metro West as the city's next underground metro railway, with a direct connection between the CBDs of Parramatta and Sydney, and stations serving Sydney Olympic Park and The Bays precinct.

In February 2017, a Strategic Business Case for Sydney Metro West was completed, which concluded that a metro product south of the Parramatta River was preferred to meet Sydney Metro West's integrated land use and transport objectives.

In March 2018, the NSW Government expanded the Sydney Metro West scope to include a station at Westmead and a station to provide for transfer with the T1 Northern Line at either North Strathfield or Concord West. It also announced that options for intermediate stations were being considered; and that options for future extensions to the west beyond Westmead and to the south-east beyond Zetland would be safeguarded.

In June 2018, the NSW Government announced a \$3 billion funding commitment to Sydney Metro West to support completion of project development and commencement of land acquisition, early works and tunnelling, subject to an approved Final Business Case.

This Final Business Case was completed in September 2018. A publicly available [summary of the Final Business Case](#) was prepared by Infrastructure NSW in July 2020. The viability of a potential strategic station at Pyrmont continued to be investigated.

In 2019, statutory planning under the *Environmental Planning and Assessment Act 1979* commenced with the announcement of the Project Concept. Stations were confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and Sydney CBD. A station at Pyrmont was included in Sydney Metro West following a strategic options assessment in 2020.

Work on Sydney Metro West started at The Bays in 2020.

In March 2021, Sydney Metro West received its first major planning approval for the Project Concept between Westmead and the Sydney CBD and station excavation and tunnelling between Westmead and The Bays. In September 2022, Sydney Metro West received its second major planning approval for station excavation and tunnelling between The Bays and Sydney CBD.

The Central tunnelling contract package (Sydney Olympic Park to The Bays) was awarded in July 2021.

A third planning application was submitted to the Department of Planning and Environment in 2022 for rail infrastructure, stations, precincts and operations between Westmead and the Sydney CBD and was approved in 2023.

The Western tunnelling contract package (Sydney Olympic Park to Westmead) was awarded in March 2022. The Eastern tunnelling contract package (The Bays to Sydney CBD) was awarded in November 2022.

Major tunnelling work began in 2023, with station excavation for the confirmed nine stations and the tunnels between Hunter Street in Sydney CBD and Westmead expected to be completed in the coming years.

In April 2023, the NSW Government announced an independent review into Sydney Metro, with final findings to be completed by end of 2023. The Independent Review's [Terms of Reference](#) state that, for Sydney Metro West, it is to take into 'account of the current status of approvals, delivery contract procurement and construction'.

This submission is in relation to the terms of reference of the Legislative Assembly Committee on Transport and Infrastructure's inquiry into the Sydney Metro West project announced on 15 August 2023.

a) The original business case for the project

The Sydney Metro West Final Business Case was completed in September 2018. It was submitted to Government in October 2019. A [summary of the Final Business Case](#) was prepared by Infrastructure NSW in July 2020. Sydney Metro recommends that the Committee refer to the publicly available summary.

The Final Business Case report in full is subject to Cabinet confidentiality of the previous Government. Consistent with the [guidance note](#) to the Premier's memorandum [2022-11](#), this submission for the inquiry provides a general account of the rationale for the previous Government's having announced the Sydney Metro West following its consideration of the Final Business Case.

The development of the Final Business Case included a detailed assessment of a broad range of options, including alternative and deferral options, station options, technical, operational, delivery, funding and finance options.

Key project development decisions were endorsed through the Interagency Steering Committee, with representation from central government (Department of Premier and Cabinet, and NSW Treasury), the Planning cluster (Greater Sydney Commission, and Department of Planning and Environment), and the Transport cluster (Transport for NSW (TfNSW) and Sydney Metro), to ensure an integrated approach to project development. Infrastructure NSW was invited as an observer to the committee.

Key findings

Sydney Metro West was identified as the next priority for rail expansion to support the Greater Sydney Region Plan, Future Transport 2056 and the State Infrastructure Strategy 2018-2038 by:

- supporting the Greater Sydney Region Plan vision to rebalance employment opportunities across Greater Sydney with a metropolis of three 30-minute cities;
- connecting the Central River City (Parramatta) and Eastern Harbour City (Sydney) with the Greater Parramatta and the Olympic Peninsula (GPOP) and planned precincts in Westmead, Sydney Olympic Park, Burwood, Strathfield and Homebush, and The Bays, as well as enabling a potential future extension to the Western Parkland City.
- aligning with the GPOP vision to anchor the Central River City, with new stations at three GPOP precincts (Westmead, Parramatta and Sydney Olympic Park), and integration with the Parramatta Light Rail (PLR) at these locations, increasing the use of both the Sydney Metro West and PLR.

Sydney Metro West was developed to address increased connectivity between key centres, urban consolidation, facilitating growth and agglomeration economies in key employment centres, reducing congestion on road and rail networks, and reducing car dependence.

Objectives

Land use needs and benefits

Sydney Metro West is city-shaping and will transform Greater Sydney by linking key employment centres, connecting communities, unlocking housing supply and providing urban renewal opportunities. Sydney Metro West will be enabling an additional 820,000 jobs and 780,000 people to be within 30 minutes of the Central River and Eastern Harbour Cities.

Sydney Metro West addresses a number of current and future transport and land use needs in its corridor. Westmead, Parramatta CBD, Sydney Olympic Park, The Bays and Sydney CBD account for more than 50 per cent of planned population growth and more than 70 per cent of planned jobs growth in the corridor by 2036. A lack of business and residential uptake in dwellings and commercial spaces would mean that the precincts and CBDs in the Greater Parramatta to Sydney CBD corridor are forecast to achieve less than half of planned growth by 2036. This represents 169,000 jobs and 46,000 dwellings within the walking catchment of Sydney Metro that would not be achieved without Sydney Metro West.

Sydney Metro West will provide a significant increase in mass transit accessibility and amenity in the Greater Parramatta to Sydney CBD corridor, which will boost the economic productivity of Greater Sydney, support and unlock planned land use outcomes in the CBDs, planned precincts and urban renewal areas.

Sydney Metro West will be the catalyst for increasing the opportunities for masterplanned growth and enabling the development of a new enterprise job corridor, including by:

- significantly enhancing transport connectivity around the Westmead precinct (one of the largest health, education, research and training precincts in Australia), enabling accelerated development and growth to support the Westmead Precinct and Westmead Hospital Master Plan 2014.
- improving liveability and unlocking employment and residential development opportunities at Sydney Olympic Park precinct (a major event, convention and lifestyle precinct), and deliver outcomes that align with the strategic land use and transport vision of the Sydney Olympic Park Master Plan 2030 (2018 Review).
- unlocking the renewal and development of The Bays precinct (a government asset that will support expansion of the Sydney CBD. Sydney Metro West will provide access to highly productive business precincts with complementary residential and retail areas in a high-amenity harbourside setting.

Transport integration and travel needs and benefits

As forecasted in 2018, by 2036 without intervention, the Greater Parramatta to Sydney CBD corridor will face four rail lines over capacity, more than 100 buses per hour on both Parramatta and Victoria Roads (including 11 bus routes over capacity) and 40 per cent of major arterial roads over capacity. A metro and an enhanced heavy rail system can complement each other to achieve increased mass transit capacity and land use outcomes between Greater Parramatta and the Sydney CBD.

Throughout the Sydney Metro West corridor, travel by private vehicle accounts for more than half of all trips (51%) over 24-hours on a typical weekday (Household Travel Survey, 2016-17). For work trips, approximately 40% of residents within the Sydney Metro West corridor drive a car or are driven in a car.

Along the Greater Parramatta to Sydney CBD corridor, communities that are not located along a heavy rail line, such as Concord, Five Dock, Rozelle and The Bays, rely heavily on bus services to access the Parramatta and Sydney CBDs and other strategic centres. These bus services experience relatively long and unreliable travel times. For example, a bus trip between Five Dock and the Sydney CBD currently takes around 45 minutes. A similar trip from Concord takes over one hour to complete. There are more than 100 buses an hour in each direction on Parramatta Road during peak periods resulting in bus bunching along this corridor. There are also over 100 buses an

hour on Anzac Bridge, which is at capacity during peak periods, impacting services from Victoria Road and The Bays.

Sydney Metro West has been planned in parallel with a number of TfNSW initiatives being developed in the Greater Parramatta to Sydney CBD corridor, including PLR Stages 1 and 2 and More Trains, More Services. Collectively these projects and programs, together with planned changes to the bus network, will deliver a highly integrated transport outcome for western Sydney.

Sydney Metro West will provide considerable increase in transit amenity in the corridor. This, combined with providing direct travel-time savings and a reliable service to key destinations, will make Sydney Metro West an attractive option for customers. This will result in a transfer of demand to Sydney Metro West and a reduction in crowding on other rail services in the western corridor.

Sydney Metro West will have a number of other transport benefits including:

- Enhancing the PLR 2 project (which would be a feeder service for Sydney Metro West) by expanding the network, increasing patronage and unlocking additional jobs and dwellings.
- Improving reliability on the heavy rail T1 Northern, T1 Western, and T2 Inner West Lines and bus network through reduced crowding and dwell times on existing lines.
- Network resilience as Sydney Metro West will provide an alternative route and additional connectivity, reducing the impact of major incidents on the public transport system.
- Public transport customer experience benefits such as increased turn-up-and-go services, seamless interchange, increased reliability, thermal comfort, equal accessibility, new underground pedestrian subways, intuitive wayfinding, increased safety, event management, and increased late-night travel options.
- Road user benefits. Total car trips on the road network will decrease by 83,000 on weekdays by 2036, reducing congestion on the road network.

Sydney Metro West will result in faster travel times for many journeys undertaken on public transport. A flow-on effect of this is that travel by public transport will become more time-competitive with travel by car for certain trips. Areas where this is expected to be most pronounced are those trips that currently have relatively longer public transport journey times than car journey trips, where there is poor accessibility to public transport services. Improved public transport will result in higher public transport mode share, reduced traffic and a more reliable road network for high productivity users.

Economic Benefits

As noted in the [summary of the 2018 Final Business Case](#) - a benefit cost ratio (BCR) is the ratio of a Project's benefits relative to its costs. The BCR for Sydney Metro West is 1.34 (including wider economic benefits (WEBS)), or 1.04 (excluding WEBS), to put it more simply, Sydney Metro West will deliver \$1.34 worth of benefits for each \$1 invested. The economic appraisal takes into consideration the broad range of benefits expected to be generated by Sydney Metro West, including city shaping, transport and productivity benefits.

A detailed benefits realisation plan was developed to ensure land use, employment, productivity, and transport outcomes are achieved through development of a land use benefits realisation program, precinct partner arrangements, preliminary corridor jobs strategy, network integration strategy and Project delivery strategy. The plan is consistent with Transport for NSW's [Principles and Guidelines for Economic Appraisal of Transport Investment and Initiatives](#) and the Department of Finance, Services and Innovation's 2018 [Benefits Realisation Management Framework](#) applicable at the time.

Funding

The 2018 Final Business Case noted confirmed funding sources for Sydney Metro West include capital investment and integrated station development outcomes. Potential funding sources to defray the cost of Sydney Metro West included precinct partner contributions.

Following confirmed funding for Sydney Metro West, the finalisation of a delivery strategy was to explore opportunities to further enhance the financial outcomes of the project.

Community and stakeholder engagement

Sydney Metro attended meetings and workshops with stakeholders and responded to requests for advice and information. This enabled Sydney Metro to consider ongoing stakeholder input throughout the development phase.

Community and stakeholder engagement indicated strong community support for Sydney Metro West, as it is seen to serve current and planned growth, ease congestion on the existing road and public transport network, and improve transport accessibility for communities not currently serviced by rail. There is recognition that Sydney Metro West has transformational potential, as it will link major job centres, universities, hospitals and innovation districts.

A key stakeholder sentiment is a desire for good place making that seamlessly incorporates with the surrounding community and provides high-quality amenity in and around station precincts. Engagement with key government agencies, precinct partners, local governments and the community occurred throughout the development of the Final Business Case.

Key partners were engaged in a number of ways including:

- Through official project governance mechanisms – including the Interagency Steering Committee, Planning Advisory Committee and Project Control Group.
- Regular working group and precinct engagement meetings – such as Westmead, Sydney Olympic Park, The Bays, PLR, and More Trains, More Services.
- Joint community and stakeholder engagement processes.
- Submissions to support the development of the Final Business Case, joint strategies (such as a jobs strategy), and the partners' relevant planning processes and documentation (such as final project submissions and precinct partner masterplan responses).
- Development of precinct implementation framework where Sydney Metro West stations will be delivered within or close to key government precincts.

Community and industry consultation during project development had been undertaken over two rounds as follows:

- First round of community and industry consultation from June 2017 to September 2017 (**Figure 1**)
- Second round of community and industry consultation from March 2018 to May 2018 (**Figure 2**).

A list of stakeholders consulted during the preparation of the Final Business Case is included in Table 1. A stakeholder deliberative forum was held on 30 August 2017 and was attended by 37 senior stakeholders from a range of state government departments and agencies, local government industry groups and peak bodies.

The primary objective of the forum was to identify:

- Work already done on developing a future vision for the corridor by local stakeholders
- Relevant issues and constraints around the announced precincts
- Stakeholder preferences regarding the number and location of stations, journey times, land use opportunities and feedback on how to connect important destinations
- Possible stabling locations for metro trains.

b) The establishment of the route and selection of station locations

Route and stations selection process

The Sydney Metro West development process commenced in 2016 and was driven by the identified strategic need to improve connectivity between Greater Parramatta and the Sydney CBD, and has included:

- Consideration of alignment options and the type of service, including determining the optimal balance of travel time between the Parramatta and Sydney CBDs and the number of stations to enable people to access metro services
- Analysis of options for station locations
- Analysis of options for a stabling and maintenance facility
- Analysis of options for the approach to tunnelling.

As part of the development process for Sydney Metro West, a range of potential strategic alternatives to Sydney Metro West had been considered. The alternatives were based on the future transport infrastructure network documented in Future Transport Strategy 2056. The strategic alternatives relevant to Sydney Metro West and the Parramatta CBD to Sydney CBD corridor include:

- Do nothing
- Improvements that can be achieved through implementing regulatory, governance and better-use reforms
- Improvements to other parts of the transport network, including road, bus, light rail and ferry
- Improvements to other parts of the Sydney Trains network.

Four strategic alignment and service alternatives had been evaluated by Sydney Metro. A key consideration in decision making around alignment options was the balance between travel times and number of stations. Options investigated were:

- About four to five stations from Parramatta CBD to the Sydney CBD (inclusive) ('Metro Express'). This option would achieve a higher speed but service a small amount of stations. This option was found to be limited in its ability to service a large catchment due to a minimal number of stations.
- About nine to 10 stations from Parramatta to the Sydney CBD (inclusive) ('Metro Rapid'), with anchor precincts at Parramatta, Sydney Olympic Park, The Bays and Sydney CBD. This

option was found to achieve a balance between an efficient travel time between Greater Parramatta and Sydney CBD, and the ability to service a large catchment area and key precincts.

- About 11 to 12 stations from Greater Parramatta to the Sydney CBD (inclusive) ('Metro Local South'). This option would service a large catchment due to a higher number of stations, yet result in a higher travel time between Greater Parramatta and the Sydney CBD. An 11 to 12 station option north of Parramatta River ('Metro Local North') was also investigated; however this alignment would be unable to service key precincts including Sydney Olympic Park.

The selection of station location options for Sydney Metro West followed a staged process:

- Strategic Business Case – The Strategic Business Case determined that key locations to be served by Sydney Metro West included the Parramatta CBD, Sydney Olympic Park, The Bays precinct and the Sydney CBD, which were publicly announced in November 2016. At this time, it was also determined a key objective of Sydney Metro West was to relieve congestion on the T1 Western Line.
- Interim Project Definition – Feedback was analysed from the first round of community and industry engagement, additional land use and transport modelling, some preliminary design and engineering, and outcomes of key stakeholder workshops. It was determined that adding Westmead Station and a connection to the T1 Northern Line (North Strathfield or Concord West) would provide significant benefits to Sydney Metro West and the broader transport network. These locations were publicly announced in March 2018, along with the potential for intermediate stations subject to further investigation – Rydalmere/Camellia, Burwood North/Five Dock/Kings Bay and Pyrmont.
- Sydney Metro West Concept – Key inputs to determine the Sydney Metro West Concept were additional land use and transport modelling, more detailed technical design and engineering assessments, urban design and place-making assessments, customer testing, the second round of community and industry consultation, and multiple meetings and workshops with key stakeholders. The Project Concept was announced in 2019 with the commencement of formal planning.

All options to be investigated for metro stations were identified through:

- Engagement with community and stakeholders including local councils and industry
- A strategic station location process conducted by Sydney Metro
- Consultation at the time with key government stakeholders including the Department of Planning, Industry and Environment, the Greater Sydney Commission, other sections of TfNSW and the Department of Premier and Cabinet.

Further detailed information of the station location options can be found in the 2020 [Environmental Impact Statement–Westmead to The Bays and Sydney CBD –Chapter 3: Sydney Metro West development and alternatives.](#)

Station options between Parramatta CBD and Sydney Olympic Park

In March 2018, Camellia was initially shortlisted as a preliminary station location between Parramatta and Sydney Olympic Park, along with Rydalmere, however further analysis was required. Sydney Metro undertook a comprehensive analysis of including a station at Camellia as part of the strategic planning for Sydney Metro West.

This considered a range of factors including stakeholder feedback, alignment with key government priorities and project objectives, technical and construction consideration, affordability, economic evaluation and risk assessment. This assessment involved collaboration with the Department of Planning, Industry and Environment to investigate the long term land use outcomes between Parramatta and Sydney Olympic Park, and considered feedback received during the community consultation period in April 2018.

The assessment had shown that the preferred option for a station between Parramatta and Sydney Olympic Park was at Rydalmere. As such, a station at Camellia was not progressed as part of the Project Concept for the 2019 [Scoping Report for Westmead to The Bays and Sydney CBD](#) given the technical constraints on the constructability due to contamination and flood protection requirements.

The 2019 Scoping Report also identified that a station in this area could deliver significant benefits in relation to urban renewal. It was also noted that the strategic vision for land use in the area broadly between Parramatta and Sydney Olympic Park was to retain industrial or urban services functions.

Announcement of Sydney Metro West stations and strategic station options

Station locations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays were announced by the NSW Government in October 2019 (**Figure 3**).

The Project Concept outlined the requirement for further investigation and analysis to determine the inclusion of strategic station options at Pyrmont and Rydalmere as part of the Concept, subject to feasibility.

At this stage, further work was also undertaken to confirm the location of the CBD station.

Strategic station options – Pyrmont and Rydalmere

Pyrmont station

The 2020 [Environmental Impact Statement – Westmead to The Bays and Sydney CBD \(Stage 1\)](#) included a station in Pyrmont as a strategic station option to be further investigated.

The subsequent evaluation of this station option confirmed that the inclusion of Pyrmont Station would support the vision for Pyrmont as the western gateway to the Sydney CBD, forming a continuous innovation corridor between The Bays and Eveleigh. This would also support the Department of Planning and Environment's Pyrmont Peninsula Place Strategy (2020) that positions Pyrmont as an attractor for global investment driven by connectivity to the Sydney CBD.

The station options analysis for Pyrmont Station considered a number of factors including:

- Customer outcomes and transport – This considered how many station entries would be possible in the configuration and the distance to key attractions and commercial activities in the catchment, to maximise customer convenience. Distance to key attractors including Pyrmont Bridge and Darling Harbour was also considered
- Additional tunnel length – Station options that were further away from the tunnel alignment would increase the length of tunnel and, hence, impact on the comparative cost

- Deliverability and value – This includes consideration of risks such as constructability, below ground constraints such as existing basements, heritage constraints in the area, potential land requirements and cost
- Alignment with key government priorities and project objectives – including strategic alignment to land use and planning frameworks, transport and customer outcomes, support for integration with the transport network alignment and value for money.
- The assessment found a central station location with an eastern station entrance and an additional station entry in close proximity to Union Street was preferred and would:
- Provide good strong transport customer outcomes, with station entries located comparatively close to Pyrmont Bridge and Darling Harbour and to the current and future Sydney Fish Market sites
- Provide an effective interchange including with the existing Light Rail (L1 Dulwich Hill Line) stop
- Have comparatively shorter alignment
- Have no significant foreseeable constructability risks
- Provide value for money.

As a result of the evaluation, an increase in the Sydney Metro West scope to include a station at Pyrmont required an increase to the budget approved at investment in 2019. On 11 December 2020, the NSW Government announced that a new metro railway station would be built at Pyrmont as part of Sydney Metro West.

Rydalmere

The exhibited 2020 [Environmental Impact Statement – Westmead to The Bays and Sydney CBD \(Stage 1\)](#) also noted Rydalmere as a strategic station option to be further investigated.

As clarified in the 2020 [Submissions Report](#), Sydney Metro undertook a comprehensive review of the feasibility and affordability of a potential station at Rydalmere. This review considered a range of factors including stakeholder and community feedback, alignment with key government priorities and project objectives, affordability, economic evaluation and risk assessment.

It was determined that a potential station at Rydalmere would not proceed, given its distance from the proposed alignment and the additional time it would add to the journey between Parramatta and the Sydney CBD. A Rydalmere station also posed considerable construction challenges.

The area's planned growth is supported by the NSW Government's investment in PLR Stage 1 which will connect Rydalmere to the Parramatta CBD. It was noted that Rydalmere is not precluded from consideration as part of future transport links as identified in the Future Transport 2056 strategy.

As a result, after finalisation of the 2020 Environmental Impact Statement for exhibition, the NSW Government, in April 2020, decided not to include Rydalmere as a station.

Current approved stations alignment

The current Sydney Metro West alignment was confirmed following the approval of the 2021 Environmental Impact Statement (Stage 2) for major civil construction work, including station

excavation and tunnelling, between The Bays and Sydney CBD. This included confirmation of the Sydney CBD and Pyrmont Station locations (**Figure 4**).

Future extensions

A potential future opportunity to extend the Sydney Metro West to Randwick / La Perouse is identified as part of the [Future Transport Strategy](#) and its previous iterations. At this stage, there has not been any decision from Government to proceed with an extension.

The current Sydney Metro West project is being designed to safeguard a potential extension beyond the CBD station at Hunter Street, as noted in the Environmental Impact Statement for [Major civil construction between The Bays to Sydney CBD \(Chapter 2 development and alternatives\)](#) published in November 2021. The stub tunnel alignment has been designed with consideration of criteria, including horizontal curves and vertical grades, geology, and the need to avoid underground structures, to safeguard any future potential extensions towards the south-east.

A metro line to Zetland could be the first stage of a longer-term connection to the south-east. A final business case would be required to confirm the assessment and consider any recent developments in the localities, particularly Zetland.

c) Project cost and timelines

Sydney Metro West Project (the Project) is fully-funded by the NSW Government.

The Project's Estimated Total Cost (ETC) was not announced by the previous Government. The previous Government did not wish to announce the final project budget until all major contracts were awarded, following the same process used for both Metro Northwest Line and Sydney Metro City & Southwest. The current procurement program is for the last contract to be awarded in two years' time.

Since the announcement of the investment in the Project in 2019, there have been incremental announcements of the budget allocations over the four-year estimates:

- 2019-20 [Budget](#): \$6.4 billion in funding over the next four years to accelerate the delivery of the Project, commencing construction in 2020. An initial reservation of \$3 billion was included in the previous year's budget. This amount formed part of the \$6.4 billion commitment.
- 2020-21 [Budget](#): \$10.4 billion over the next four years, including \$2.1 billion in 2020-21, for the Project
- 2021-22 [Budget](#): \$12.0 billion over the next four years for the Project, including \$2.9 billion in 2021-22 for the Project
- 2022-23 [Budget](#): \$12.4 billion over next four years, including \$3.2 billion in 2022-23 for the Project. This allowed major construction to get underway.

In April 2023, the Government announced that the Project is estimated to cost \$25.32 billion.

This figure comprises the budget at the time of investment decision in 2019, which included the eight stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and Sydney CBD, and the budget increase in December 2020 as a result of the announced new metro station at Pyrmont.

Since investment decision, the Project had been on track to be operational by 2030.

The project delivery strategy is currently being considered by the Sydney Metro Independent Review.

d) Whether the Minister at the time considered any other consequential benefits that could be achieved from the project

The economic appraisal outlined in the 2018 Final Business Case was developed based on Australian, NSW and international guidelines for economic appraisals at the time. These included:

- NSW Treasury 2017 TTP 17-03 [NSW Government Guide to Cost-Benefit Analysis](#).
- Transport for NSW 2018 [Principles and Guidelines for Economic Appraisal of Transport Investment and Initiatives](#)
- Infrastructure Australia 2018, [Assessment Framework](#): Detailed Technical Guidance
- UK Department for Transport 2018, [Transport Analysis Guidance](#).

The economic appraisal approach in the 2018 Final Business Case captures the integrated land use and transport nature of Sydney Metro West, capturing transport and productivity benefits from the transport infrastructure investment, and further transport, wider economic benefits (WEBS) and urban renewal as a result of land use changes enabled by Sydney Metro West.

Key project objectives, justification and benefits are detailed in the [Environmental Impact Statement \(EIS\) – Westmead to The Bays, and Sydney CBD, Chapter 2 – strategic need and justification](#) exhibited in 2020. This chapter outlines the strategic need and justification for the Project Concept with regards to its critical State significance, taking into account the transport and land use challenges that Sydney faces now and into the future. It also provides an outline of consistency within the NSW strategic planning and transport policy framework.

A summary of the engagement carried out during project development is included in [Chapter 5 Stakeholder and community engagement](#) and [Appendix C](#) of the EIS.

e) Other matters relevant to the Sydney Metro West project

In April 2023, the NSW Government announced it would be launching an independent review into Sydney Metro.

Sydney Metro is working collaboratively with the Independent Reviewers to ensure they have the assistance and support they need.

Work to deliver the Sydney Metro West project is continuing, with construction underway across the 24-kilometre metro line from Greater Parramatta to the Sydney CBD.

The NSW Government will use the initial findings from the Review to inform the 2023 Budget process, with final findings to be completed later this year.

The [Terms of Reference](#) outline the scope of the Review. This includes that for the Sydney Metro West Project, the Review is to take into 'account of the current status of approvals, delivery contract procurement and construction' to 'assess whether any adjustments to scope should be considered to improve customer and community outcomes from the project'.

List of Figures

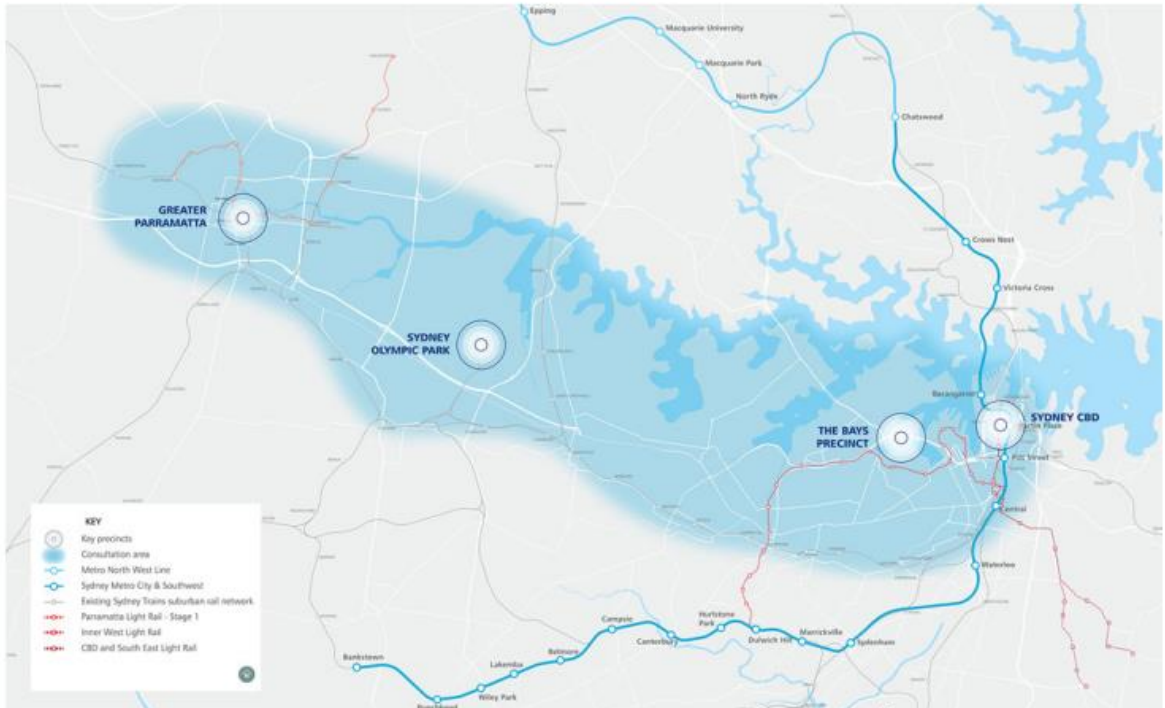


Figure 1: Stage 1 Community and industry consultation area for development of the Final Business Case

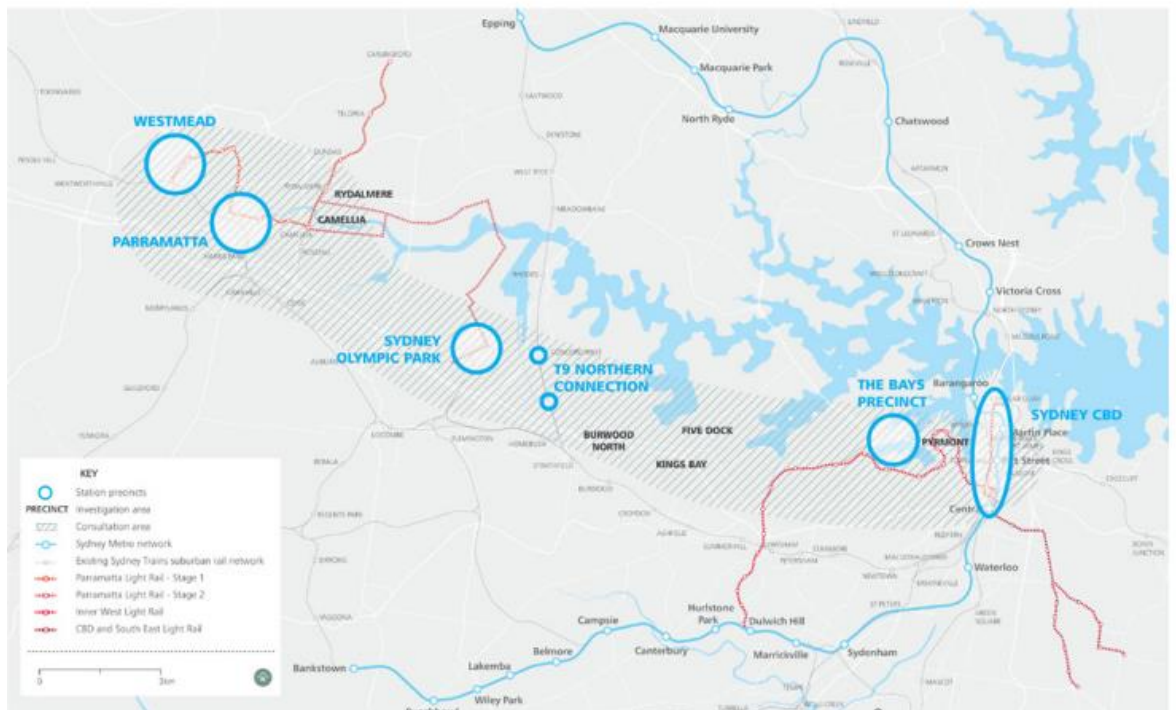


Figure 2: Stage 2 Community and industry consultation area for development of the Final Business Case

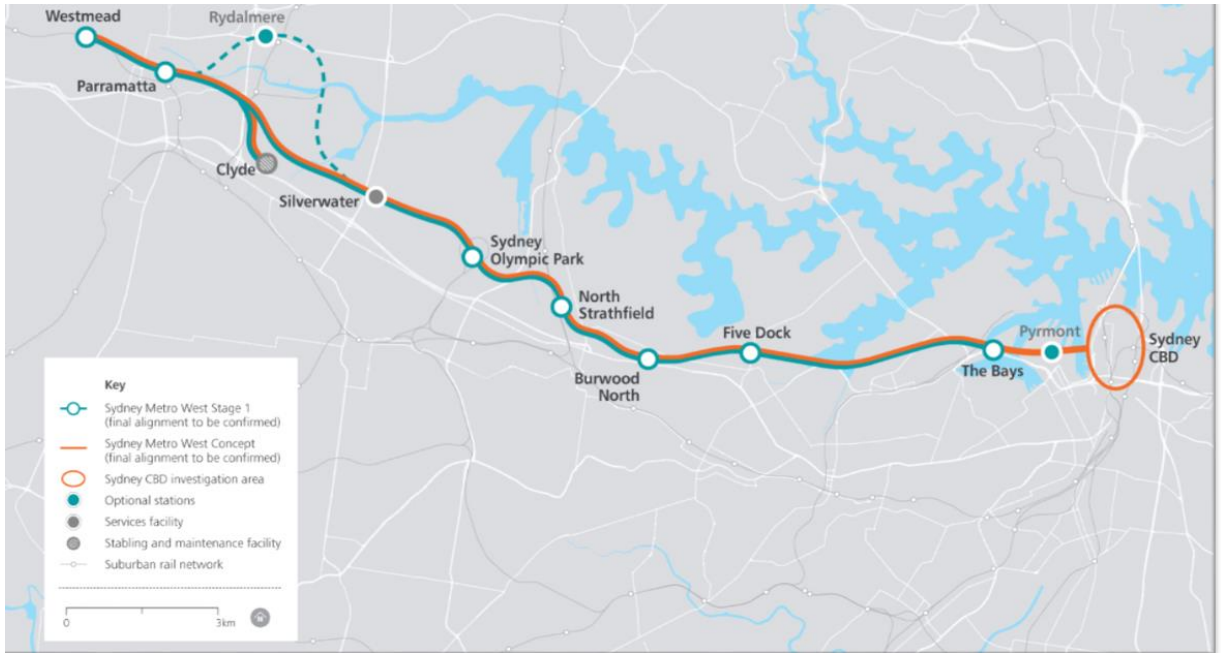


Figure 3: Sydney Metro West Route alignment as at October 2019

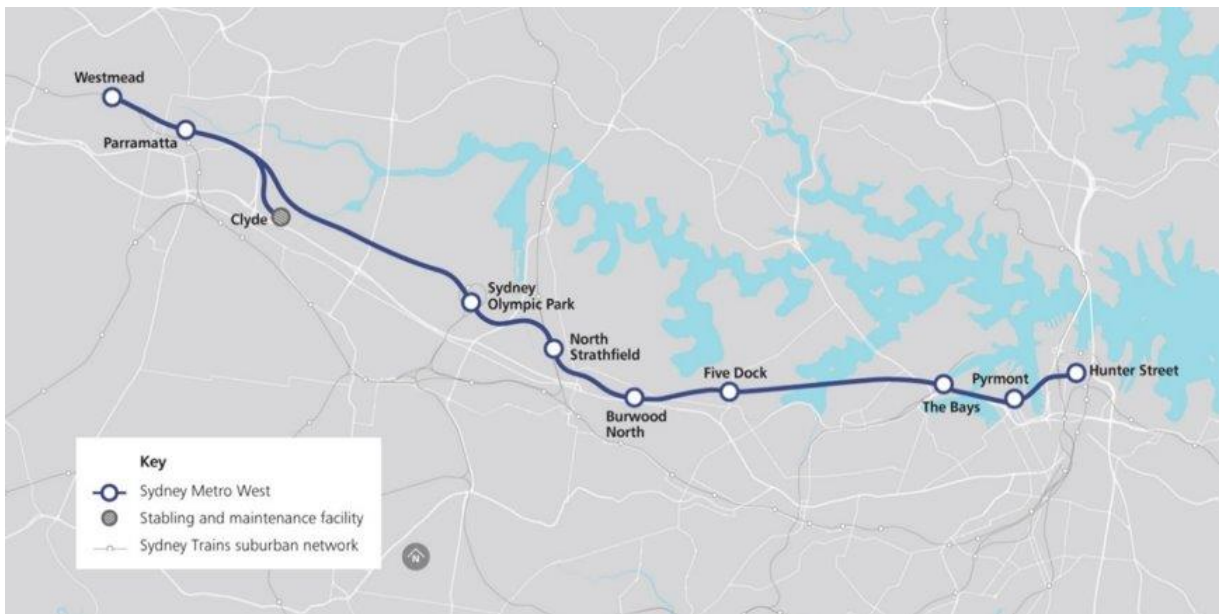


Figure 4: Sydney Metro West Route alignment as at August 2023

List of Tables

Stakeholder group	Stakeholder
State government agencies	<ul style="list-style-type: none"> • Department of Planning, Industry and Environment • Transport for NSW (including Sydney Trains, NSW Trains and the former Roads and Maritime Services) • Infrastructure NSW (formerly UrbanGrowth) • Greater Sydney Commission • Sydney Olympic Park Authority (now part of Department of Planning, Industry and Environment) • Ministry of Health • Port Authority of NSW
Local councils	<ul style="list-style-type: none"> • Cumberland City Council • City of Parramatta • City of Canada Bay • Municipality of Burwood • Municipality of Strathfield • Inner West Council • City of Sydney
Industry groups and peak bodies	<ul style="list-style-type: none"> • Sydney Business Chamber • Olympic Park Business Association • Royal Agricultural Society • Committee for Economic Development of Australia • Infrastructure Partnerships Australia • Sydney Olympic Park Business Association • Tourism Accommodation Australia • Urban Taskforce • Western Sydney Business Chamber • Committee for Sydney

Table 1: Stakeholders engaged in the development of the Sydney Metro West Final Business Case

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