

**Submission
No 12**

**CRITICAL TRANSPORT INFRASTRUCTURE SUPPORTING THE WESTERN
SYDNEY INTERNATIONAL AIRPORT AND WESTERN SYDNEY
AEROTROPOLIS**

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March 2024

Inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis

Submission – Alison (Ally) Dench – resident

My recognition and commitment:

In the spirit of reconciliation, I acknowledge the Traditional Custodians of country throughout Australia and their connections to land, sea and community. I pay my respect to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples.

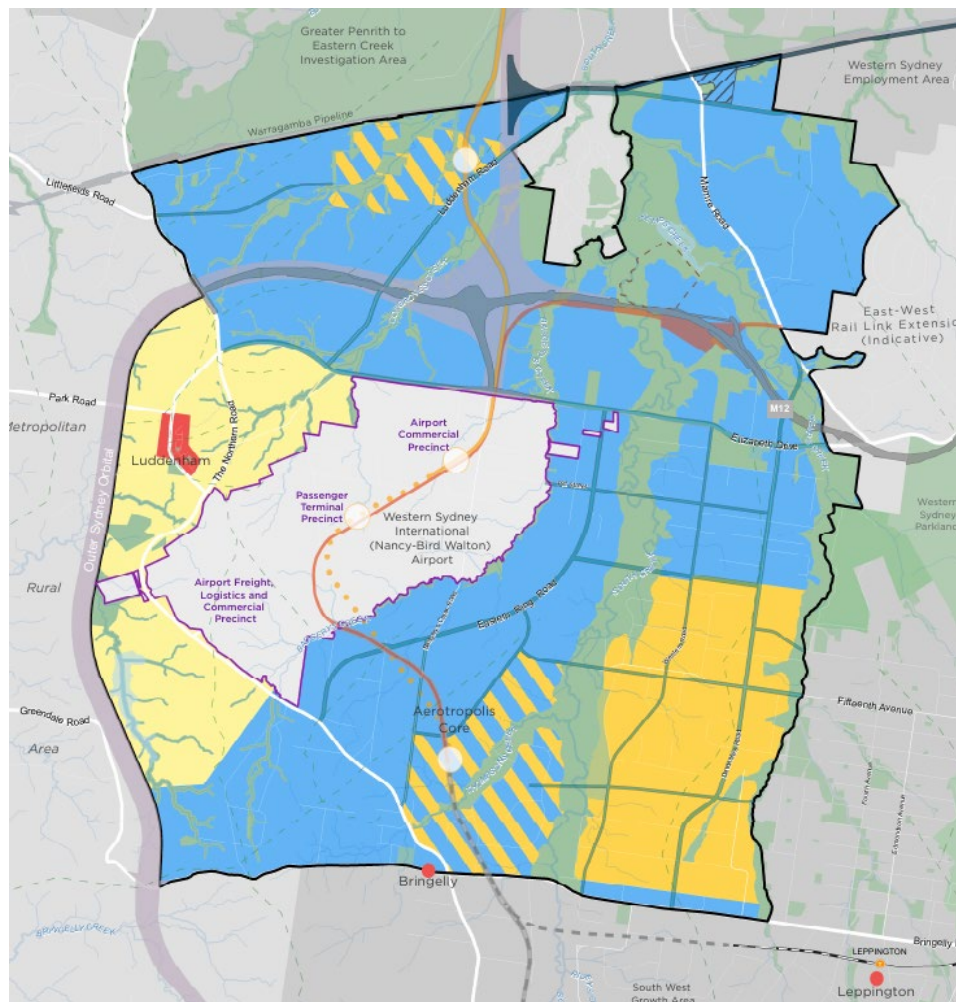


Image 1: Western Sydney Airport and Aerotropolis planning package¹

¹ Courtesy of <https://www.cityplan.com.au/western-sydney-aerotropolis-takes-off/>



Image 2: Aerial drone view of the construction site of the new International Airport at Badgerys Creek in Western Sydney, NSW in February 2023²

Introduction:

I thank the Committee on Transport and Infrastructure for their inquiry into critical transport infrastructure supporting the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis and value the opportunity to make a submission and give evidence to the inquiry.

As a dedicated resident of Western Sydney with over 30 years of experience spanning government and the non-profit sector in NSW, I bring a unique perspective and firsthand insights into the challenges faced by our communities. Throughout my career, I have witnessed the profound impact of socio-economic disparities on the lives of individuals and families in our Western Sydney region and it is with a deep sense of commitment and concern that I advocate for those who are experiencing disadvantage, striving to amplify their voices to have their pressing needs heard. It is critical to highlight the pivotal role of the airport in shaping the future landscape of Western Sydney, both economically and socially. The potential impact of the Western Sydney Airport and Aerotropolis on disadvantaged communities in Western Sydney is a complex and multifaceted issue that involves various factors such as infrastructure development, economic opportunities, social inclusion, and environmental considerations. While there are potential benefits that the development could bring, it is essential to carefully assess and address the potential challenges and risks to ensure that the development contributes positively to the well-being of all communities, including underserved and disadvantaged ones.

The Western Sydney International Airport and Western Sydney Aerotropolis have the potential to transform the region's infrastructure, economy, and accessibility to services and jobs, provided they are adequately supported by critical transport infrastructure to make it successful. This initiative has

² Courtesy of <https://brs.com.au/western-sydney-aerotropolis-australias-newest-and-thriving-commercial-city/aerial-drone-view-of-the-construction-site-of-the-new-international-airport-at-badgerys-creek-in-western-sydney-nsw-in-february-2023/>

the potential to address existing gaps and fulfill the needs and aspirations of Western Sydney, a region deserving nothing less than world-class infrastructure.

However, the unfolding narrative in relation to the critical infrastructure to support the initiative is starting to set a tone for decades to come. Currently this narrative is concerning.

Many business cases related to critical infrastructure remain incomplete and there is limited commitment to implementation once the business plan is agreed to³, and it will be years after the Airport's opening in 2026 before the necessary transportation links or infrastructure connections are completed. The promise to provide rapid bus links have not progressed and are in doubt⁴ and the metro rail line to the airport will be needed to “avoid road network congestion”⁵. Business case development is waning in this area.

A recent study has uncovered concerning findings regarding the state of 235 local bus routes in Western Sydney, revealing significant shortcomings in meeting minimum service standards⁶. These deficiencies are particularly notable in terms of frequency and operating hours, especially during nights and weekends⁷. Such inadequacies raise doubts about the effective operation of bus routes connecting to crucial locations like the Airport and Aerotropolis. This uncertainty regarding transportation infrastructure not only poses a threat to economic growth but also dampens enthusiasm and investment interest in the region.

The lack of sufficient access and frequency of services not only affects transportation but also contributes to a broader issue of restricted access for our communities. Geographic barriers, limited transportation choices, and socio-economic factors further exacerbate this problem, making the Airport and Aerotropolis seem exclusionary or inaccessible to certain populations. Consequently, these circumstances contribute to narratives surrounding social injustice and inequality, shaping public perception of the Airport and Aerotropolis.

Addressing these deficiencies in transportation infrastructure is not only essential for facilitating economic growth but also for fostering a more inclusive and equitable society. By improving access to transportation, we can mitigate concerns of social injustice and inequality, thereby enhancing the perception of the Airport and Aerotropolis as a catalyst for prosperity that benefits all members of our community^{8,9,10}

Limited access not only poses practical challenges but also sparks significant concerns about safety and security, particularly during emergency situations. The lack of easy accessibility for emergency responders, compounded by inadequate evacuation routes, shifts the narrative surrounding the

³ <https://www.parliament.nsw.gov.au/lcdocs/transcripts/3223/Transcript%20-%20PC6%20-%20Western%20Sydney%20Transport%20-%209%20February%202024%20-%20UNCORRECTED.pdf>

⁴ Herald Sun 4 Feb 2024 – “Joke of the World”: Warning over rapid bus plan for Aerotropolis

⁵ <https://www.smh.com.au/national/nsw/pm-rejects-call-from-premier-to-help-pay-for-airport-transport-links-20221007-p5bo27.html>

⁶ https://www.transport.nsw.gov.au/system/files/media/documents/2024/NSW-Bus-Industry-Taskforce-Second-Report_31-October-2023.pdf

⁷ <https://www.theguardian.com/australia-news/2024/feb/22/sydney-transport-buses-western-sydney-worst-routes-data-report>

⁸ <https://www.ncoss.org.au/2019/03/revealed-new-poll-shows-sydneys-inequality-divide/>

⁹ https://www.westernsydney.edu.au/newscentre/news_centre/more_news_stories/new_analysis_highlights_entrrenched_inequities_impacting_western_sydney_surgingskilled_labour_market

¹⁰ <https://www.abc.net.au/news/2024-02-05/south-western-sydney-transport-inequality-young-people/103414778>

forthcoming Airport towards potential risks and vulnerabilities. This, in turn, undermines public confidence in the facility's ability to effectively manage operations during critical moments.

Furthermore, the repercussions of restricted access extend beyond safety concerns to encompass environmental considerations. For example, heightened traffic congestion or increased air pollution resulting from the construction of alternative access routes can spotlight the environmental impact of these deficiencies. Such issues shape public perceptions of the facility's sustainability practices and its broader ecological footprint.

It is crucial to address these access limitations by investing in critical transport infrastructure, not only to enhance operational efficiency and environmental sustainability but also to foster inclusivity and community support.

The success of the Western Sydney International Airport and Aerotropolis should be a triumph for the region, not a cautionary tale. However, there is a concern that the current narrative is veering off course.

Western Sydney deserves an amazing facility like the Western Sydney International Airport and Aerotropolis. Having good roads, rail connections and rapid bus options is important for making the Airport and Aerotropolis a success. Right now, we're facing some challenges in getting these things done. We should make sure everyone in Western Sydney can benefit from the airport and Aerotropolis, no matter where they live or how much money they have. We need to fix how people get to the facility by improving roads, trains, and other infrastructure. This will make sure everyone can use it and feel included.

The prioritisation of essential infrastructure construction to facilitate access to the Western Sydney International Airport and Aerotropolis is paramount. Currently, Western Sydney faces a significant deficiency in vital transportation infrastructure, which hampers residents' ability to connect with these key hubs. This deficit not only hinders immediate accessibility but also threatens to stifle the region's growth potential, jeopardising long-term prospects for Western Sydney residents.

Anticipating future needs and proactively planning for the expansion and development of the Airport and Aerotropolis are equally crucial. A proactive approach is essential to support the continued growth and success of our region, fostering prosperity for all residents.

I provided written and verbal evidence to the Portfolio Committee No. 6 – Transport and the Arts in September 2023 and February 2024 as part of their inquiry into the current and future public transport needs for Western Sydney. I would like to submit this evidence as annexure #1 for consideration by the current committee. It offers valuable context on the existing complexities of public transport access in Western Sydney, which undoubtedly impact the provision of critical transport infrastructure to support the Western Sydney International Airport and Aerotropolis

Priority Areas of this Submission:

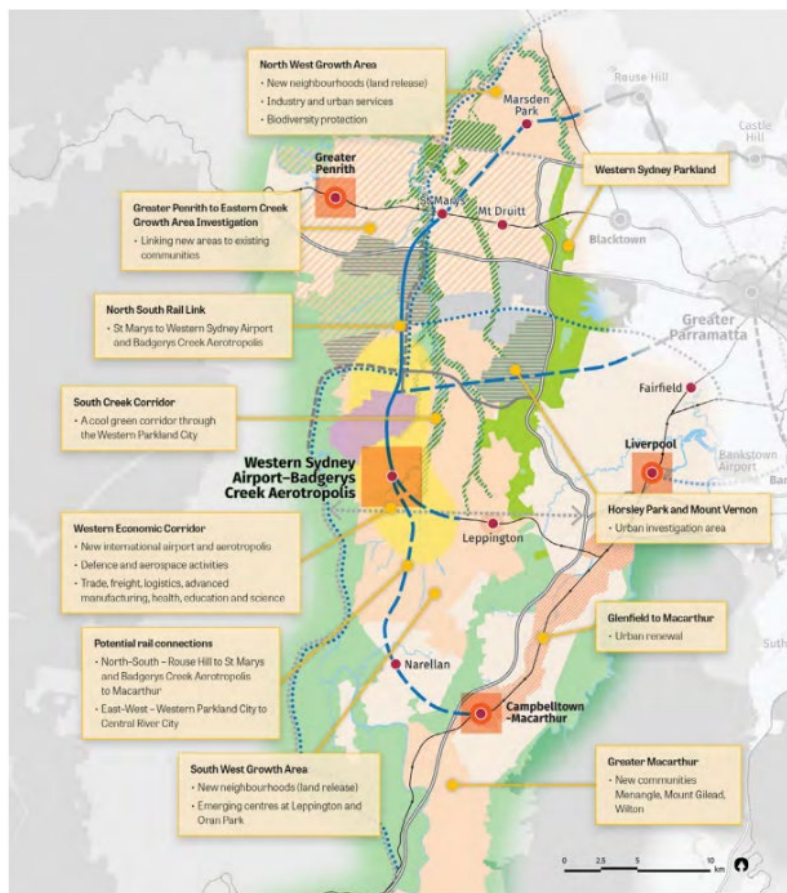
This submission is advocating the Committee to consider, and address:

- Quality public transport outcomes that focus on people's inclusion and how the current public transport inequities impact upon their everyday lives in turn impacting upon their access to the new Western Sydney International Airport and Aerotropolis,
- The prioritisation of the North-South Rail line from St Marys to Macarthur

- The escalating growth impacts in Western Sydney and equitable resource allocation to enable access to the Western Sydney International Airport and Western Sydney Aerotropolis.
- The need to factor where people live and social impacts into cost-benefit analysis of critical transport infrastructure projects.
- Evidence based resource allocations that deliver better health and wellbeing outcomes and create a more inclusive society.
- Collaborative partnerships and inclusive policy frameworks crucial for prioritising the needs of disadvantaged communities and maximising the benefits of the infrastructure planned for the Airport and Aerotropolis. By fostering partnerships between government agencies, non-profit organisations, the private sector, community groups, and residents, we can leverage collective expertise and resources to achieve greater impact and sustainable outcomes.
- Ensure that the voices of marginalised and vulnerable populations are heard and valued, in the provision of critical infrastructure, particularly those who are often overlooked or silenced due to systemic barriers.

I would welcome and appreciate the opportunity to meet with you to discuss the above priority areas for change and can be contacted at [REDACTED]

Defining the Western Sydney International Airport and Western Sydney Aerotropolis



Source: Greater Cities Commission

Image 3: Western Parkland City Plan – Greater Cities Commission¹¹



Image 4: Aerotropolis Badgerys Creek¹²

The Western Sydney International Airport and the Western Sydney Aerotropolis is poised to emerge as a dynamic economic hub in the Western Sydney region. With its strategic location near the airport, the Aerotropolis is projected to generate approximately 200,000 new jobs across diverse sectors including aerospace, defence, manufacturing, healthcare, logistics, education, and research within the broader Western Parkland City.

Spanning 11,200 hectares around the airport, the Aerotropolis is designed to offer appealing environments for workers, residents, and visitors, complementing existing metropolitan clusters like Greater Penrith, Liverpool, and Campbelltown-Macarthur. The core of the Aerotropolis is envisioned to accommodate 50,000 to 60,000 jobs, capitalising on the economic stimulus of the nearby Western Sydney Airport¹³.

The focus of the Aerotropolis Core will be on advanced manufacturing, research, professional services, creative industries, and STEM-focused education, fostering growth in emerging aerospace and defence sectors. It will also feature business incubator hubs and shared office spaces.

While the primary focus of the precinct is on employment and economic development, there are plans for residential development in areas less affected by aircraft noise, conveniently located near Metro stations and public transport, and benefiting from green infrastructure like creeks and open spaces¹⁴.

¹¹ https://westernsydney.com.au/sites/default/files/2023-12/WSI_Major%20Development%20Plan%20Business%20Precinct%20Stage%20One_Digital.pdf

¹² <https://www.abc.net.au/news/2021-02-28/winners-and-losers-at-new-western-sydney-international-airport/13162574>

¹³ <https://www.planning.nsw.gov.au/plans-for-your-area/priority-growth-areas-and-precincts/western-sydney-aerotropolis/aerotropolis-core-badgerys-creek-and-wianamatta-south-precincts>

¹⁴ *ibid*

This development will bring a wealth of highly skilled job opportunities closer to home for Western Sydney residents, spanning industries such as advanced manufacturing, quantum computing, artificial intelligence, high-tech food production, and pharmaceuticals.

While this presents a promising narrative for our region, significant challenges lie ahead to translate this vision into reality. These challenges include the development of local and rapid bus connections, the formulation of business cases for the North-South Rail line, ensuring the timely provision of critical transport infrastructure, and **mitigating the ongoing disruption to local communities**.

A joint Scoping Study *the Western Sydney Rail Needs Scoping Study – Outcomes Report (2018)* underscored the potential benefits of north-south rail connections, such as the Sydney Metro – Western Sydney Airport line, which would bolster transport connectivity and support city-shaping objectives across Western Sydney while facilitating access to the new airport¹⁵.

The following evidence delves into specific areas of focus for the inquiry, shedding light on the existing disparity in public transport service provision and the historical underinvestment in critical transport infrastructure in Western Sydney. Inequities persist in accessibility, affordability, and service coverage, particularly in underserved areas and disadvantaged communities. These inequities are evident in the limited availability and frequency of public transport routes, the affordability of fares, and the limited accessibility of stations or stops. Such disparities are exacerbating the socio-economic divide and impacting residents' ability to access essential services.

a) an analysis of options for transport infrastructure

To support the Western Sydney International Airport and the broader Western Sydney Aerotropolis, several critical transport infrastructure options are essential.

It is critical there is **high-capacity road networks** connecting the airport and aerotropolis to major highways and urban centres. This includes upgrades to existing roads and the development of new roadways to handle increased traffic volume. Traffic congestion will increase as it is projected additional people in 2041 for Western Sydney will be 833,028¹⁶.

In the 10 years to 2021 alone, Western Sydney's population grew by more than 20%, double the rate of growth compared with the rest of New South Wales¹⁷. Road networks will be needed to improve accessibility to the airport and aerotropolis, to make it easier for residents, particularly in disadvantaged communities to access employment opportunities and services related to the airport and aerotropolis.

It is imperative that the **Western Sydney International Airport Precinct (WSIAP) Road Network and the Australian Government's Western Sydney Infrastructure Plan (WSIP)** are closely aligned in terms of planning, funding, and implementation. This alignment is crucial for their successful delivery. However, recent axing of federal funding for the critical western Sydney interchange of the M7 to M12 link highlight a concerning **trend of wavering commitment**. The M12 Motorway project, was jointly funded by the Australian and New South Wales Governments, and is essential for establishing a new link between the upcoming Western Sydney International Airport at Badgerys Creek and the wider Sydney motorway network, including Elizabeth Drive and the Northern Road. This infrastructure development will not only enhance connectivity but also unlock key future job

¹⁵ <https://www.transport.nsw.gov.au/system/files/media/documents/2018/wsrns-outcomes-report-mar-2018.pdf>

¹⁶ <https://www.planningportal.nsw.gov.au/populations>

¹⁷ <https://www.budget.nsw.gov.au/budget-papers/western-sydney/our-vision-western-sydney>

zones for Sydney. The uncertainty surrounding commitments and funding changes for the M7 to M12 link and the uncertainty of the funding for Rapid Bus links¹⁸, raises doubts about the stability of other commitments that could be altered abruptly¹⁹. It remains unclear who will bear the financial burden if the Federal Government continues to withdraw essential funding commitments, and whether tolls and other taxes will be implemented to offset any losses.

Furthermore, the NSW State Government have asserted the road network does not need to be constructed in time for the airport opening however its delivery is subject to NSW Government and/or the Federal Government investment or funding decisions²⁰. This is a risk and leaves doubt as to when and if the critical infrastructure required will go ahead. This adds more uncertainty to the story around the delivery of critical transport infrastructure to the Airport and Aerotropolis.

The NSW Government has allocated \$2.4 billion to Western Sydney as part of the Connecting Sydney Roads program, aimed at accommodating population and employment growth²¹. A substantial portion, nearly \$430 million, is slated for expenditure in the fiscal year 2023–24²², which is undoubtedly a welcomed investment. It is imperative that this level of commitment remains steadfast or is even bolstered to ensure the realisation of crucial infrastructure projects. Consistent and robust investment is essential for addressing the region's evolving needs and supporting its growth trajectory.

Despite the significant investments outlined in the Connecting Sydney Roads program²³, there remains **uncertainty surrounding the timely delivery of critical infrastructure** for the opening of the Airport. There is limited information available to the public regarding the status of the road network build, which hampers the certainty surrounding the delivery of this critical infrastructure. While there are numerous online sites with information, it is often confusing and difficult to understand what the progress has been. It would be beneficial to have a centralised platform where individuals can access information regarding all current commitments and spending related to the road network build.

In addition to addressing state and federal road upgrades, **collaboration with Local Government** is paramount to ensure that local roads are also considered and scheduled for works simultaneously. Currently, many local and rural roads are relied upon to alleviate congestion issues, but their upgrades are dependent on gradual staged improvements. Take Fifteenth Avenue, for example, a local council road located in the growth area of Leppington. It is slated to be part of the rapid bus link between Liverpool and Western Sydney Airport. However, there is uncertainty regarding its classification as a state road for essential maintenance and repairs. The lack of clarity raises questions about whether the responsibility of this essential piece of infrastructure will fall on the ratepayers of the Liverpool Local Government Area (LGA) or if it will be reclassified to enable any necessary upgrades.

¹⁸ <https://www.smh.com.au/national/nsw/pm-rejects-call-from-premier-to-help-pay-for-airport-transport-links-20221007-p5bo27.html>

¹⁹ <https://www.news.com.au/finance/economy/australian-economy/nsw-treasurer-lashes-17bn-budget-blow-due-to-federal-infrastructure-cuts/news-story/573e8e4cd8ffda7f109bce85ad8d3cdd>

²⁰ <https://yoursay.transport.nsw.gov.au/western-sydney-international-airport-precinct-road-network>

²¹ <https://www.nsw.gov.au/media-releases/m12-hits-construction-milestone>

²² *ibid*

²³ <https://www.budget.nsw.gov.au/2023-24/budget-papers/western-sydney>

The correlation between areas with high historic disadvantage and lower infrastructure provision²⁴ underscores the existing challenges faced by Western Sydney in **accessing public transport**. Ensuring the certainty of the delivery of critical transport infrastructure is paramount for the success of the Airport and Aerotropolis, as it would prevent further burdens and exacerbation of health and wellbeing impacts on the already disadvantaged Western Sydney population.

The inequitable distribution of public transport infrastructure across urban areas in Western Sydney disproportionately affects lower-income households²⁵, with the most severe disadvantage concentrated in LGAs such as Fairfield, Canterbury-Bankstown, Cumberland, Liverpool, Blacktown, and Penrith. Access to safe public transport is a crucial social determinant of health^{26,27,28}.

Part of the planning for the Airport and Aerotropolis includes various transportation connections, including public transport, private vehicles, walking, and biking²⁹. However, less dense areas of Western Sydney, lacking viable public transport options, remain locked into car dependency, denying residents the opportunity for gainful employment and skill development.

In addition, there is a **lack of 'last-mile' connectivity** provided by associated transport services such as feeder buses, cycling lanes, pedestrian pathways, and park-and-ride facilities. **Expanding Sydney's metro network and enhancing overall connectivity** are essential steps in addressing the prevalent car dependency among Western Sydney's population³⁰. Despite the challenge of transitioning from entrenched sedentary travel habits, it is imperative to prioritise initiatives that promote alternative modes of transportation and improve accessibility throughout the region.

In addition to addressing the challenges of car dependency and limited last-mile connectivity, **poor walkability for transport** remains a key limiting factor for public transport use. It is essential to prioritise pedestrian-friendly infrastructure in the designing phase of the urban environment, particularly around transport hubs. Pedestrian-friendly design not only encourages walking but also supports healthier lifestyles and reduces congestion.

The majority of travel within the region occurs between town centres in Sydney's west, rather than between the west and the CBD. Many journeys involve multiple destinations and activities, often occurring outside of the weekday morning and afternoon peaks. To improve access and connectivity within the region, there is a need to introduce additional public transport lines between town centres³¹.

Establishing efficient rail links is crucial for facilitating passenger and cargo transport to and from the airport and aerotropolis. The **provision of the North/South rail line** is vital for connecting Western Sydney residents with the new Western Sydney Airport and Aerotropolis. This piece of transport

²⁴ https://mckellinstitute.org.au/wp-content/uploads/2022/03/McKell_Super-Funding-Infrastructure.pdf

²⁵ Hurni A., Transport and social exclusion in Western Sydney -

https://australasiantransportresearchforum.org.au/wp-content/uploads/2022/03/2005_Hurni.pdf

²⁶ https://apps.who.int/iris/bitstream/handle/10665/44749/9789241502580_eng.pdf

²⁷ <https://www.aihw.gov.au/reports/australias-health/social-determinants-of-health>

²⁸ Brown, V., Barr, A., Scheurer, J. et al. Better transport accessibility, better health: a health economic impact assessment study for Melbourne, Australia. *Int J Behav Nutr Phys Act* 16, 89 (2019).

²⁹ <https://yoursay.transport.nsw.gov.au/western-sydney-international-airport-precinct-road-network>

³⁰ <https://www.westernsydney.edu.au/content/dam/digital/images/centre-for-western-sydney/WesternSydneyProgressandProspects.pdf>

³¹ <https://www.westernsydney.edu.au/content/dam/digital/images/centre-for-western-sydney/WesternSydneyProgressandProspects.pdf>

infrastructure is critical for the success of the airport and aerotropolis, and will ultimately benefit the residents of Western Sydney.

The Sydney Metro – Western Sydney Airport - St Marys extension, linking the new airport and the Western Sydney Aerotropolis, is poised to provide a significant economic boost for Western Sydney, generating over 14,000 jobs during construction for both the NSW and national economies³². This is scheduled for completion by the end of 2026, and the project underscores the importance of robust long-term planning for rail links to the airport.

There is a pressing **need for certainty regarding the NSW Government's plans for additional long-term rail links** to the airport, including extensions towards Schofields in the north and Macarthur in the south, as well as options for connecting the existing line at Leppington to the Aerotropolis.

Currently, funding has been allocated for a business case examining the expansion of the metro line extension to Glenfield via Leppington and then south to Campbelltown. However, the timing of this extension remains unclear. It's imperative that these **business cases focus on the development of critical transport infrastructure rather than determining their feasibility**. There is robust evidence, data, and consensus supporting the need for rail line connections and the transformative impact of the North/South line on Western Sydney.

A crucial aspect of these rail links is their potential to support not only passenger transport but also cargo and freight movement. This is essential for handling goods to and from the airport while alleviating congestion on already strained roads. The development of cargo infrastructure, including facilities such as cargo terminals, freight depots, and distribution centres, can create job opportunities and spur economic development in Western Sydney.

To ensure successful operations of the airport, it is also essential to **establish an efficient fuel supply** to the area. Whilst a fuel line corridor is being explored³³ a rail link will also help reduce congestion of trucks on local roads and help improve road safety. It is expected that the proposed airport would initially be serviced by B-double fuel tanker trucks. In 2030, the forecast fuel demand would require the mobilisation of approximately 43 B-doubles per day³⁴. If a dedicated fuel supply pipeline is not provided, the number of truck movements will increase in line with the growth in air traffic. The transport of fuel by trucks represents a potential safety hazard for other road users and adjacent facilities. Without a pipeline alternative, jet fuel will continue to be transported by heavy vehicle to the new Airport. As highlighted in the *Review of Aviation Fuel Supply Options Report (May 2023)*³⁵ the key question is the optimal timing for construction. Given the capital investment required to build new pipeline infrastructure, industry may be disinclined to take volume risk until the Airport opens³⁶. In the interim, the Airport will rely on trucks as the main means of transport for aviation fuel. It should be noted, that given the inability of fuel trucks to travel through road tunnels, tankers travelling to the new Airport would have to avoid any sections of motorway involving a tunnel. The route to the new Airport would see an increase in tanker truck volumes and accompanying increase in congestion as the airport grows over the coming decades. Furthermore, a 2022 TfNSW study³⁷, which remains confidential due to the commercial nature of its findings, has estimated there would

³² <https://www.sydneymetro.info/westernsydneyairportline>

³³ <https://www.transport.nsw.gov.au/projects/current-projects/western-sydney-fuel-pipeline>

³⁴ <https://westernsydney.com.au/sites/default/files/2023-05/WSI%20Review%20of%20Aviation%20Fuel%20Supply%20Options%202023.pdf>

³⁵ *ibid*

³⁶ *ibid*

³⁷ The Western Sydney Strategic Fuel Pipeline Study (NSW Government, KPMG, 2022)

be up to 145,600 tonnes of reduced carbon emissions every year by removing 50 trucks per day from Sydney's Road network. To address this and the road congestion that extra fuel tankers will have on Western Sydney road networks it is imperative the recommendations from the *Western Sydney Airport Review of Aviation Fuel Supply Options May 2023* Report be implemented.

Moreover, the development of intermodal facilities is necessary to facilitate seamless transfers of passengers and goods between different modes of transportation, enhancing connectivity and accessibility for residents. **Intermodal transportation**, which includes the shift of some cargo from trucks to trains, not only reduces highway congestion but also minimises carbon dioxide emissions, contributing to environmental sustainability.

The 2018 Western Sydney City deal obligated the NSW Government to **establish new rapid bus links** to Western Sydney International 'before it opens'.³⁸ However, the NSW Government failed to approve the business case for these new Rapid bus routes by Transport for NSW's July 2022 deadline, confirming the abandonment of the rapid bus service commitment in favour of a new bus service to connect local communities to the Western Sydney International Airport and Bradfield City Centre, which is deeply concerning.

Rapid bus services were initially touted as a vital solution to address the region's growing public transport needs, especially in providing efficient and reliable access to the Airport and Aerotropolis. However, the recent change in narrative³⁹ reflects yet another commitment that is not being upheld.

Moreover, the growth of the bus network in Western Sydney cannot be accommodated by adjusting existing services, and currently, there are no bus services in the Aerotropolis Core. This lack of progress raises **concerns about the ability to fulfill commitments and deliver essential infrastructure in a timely manner.**

This shift underscores broader issues within the bus network in Western Sydney, where existing routes and services have not been questioned or reconsidered. With only new bus services in the pipeline, there are valid concerns about whether this approach will effectively address the pressing transportation needs of the region. The decision to forego rapid bus services raises questions about the level of commitment to delivering critical infrastructure and meeting the evolving demands of Western Sydney's burgeoning population and business landscape.

b) funding of transport infrastructure

Western Sydney, as the fastest-growing population centre and the third-largest economy in Australia^{40,41}, faces significant challenges in its transport infrastructure development. These challenges, ranging from funding concerns to infrastructure delivery challenges, highlight the urgent **need for innovative solutions, beyond business as usual funding** and collaborative efforts among various stakeholders.

The **recent axing of federal funding** for the critical western Sydney interchange, connecting the M7 with the new toll-free M12 motorway to the airport, has raised concerns about future critical transport infrastructure funding and connectivity. The NSW taxpayers have been hit with a \$1.4 billion blow to the state's infrastructure pipeline, as the federal funding has been axed for the critical

³⁸ <https://greatercities.au/strategic-planning/western-sydney-city-deal>

³⁹ <https://www.transport.nsw.gov.au/projects/current-projects/new-bus-services-for-western-sydney>

⁴⁰ <https://www.budget.nsw.gov.au/2023-24/budget-papers/western-sydney>

⁴¹ <https://www.afr.com/work-and-careers/workplace/100-billion-reasons-to-celebrate-western-sydney-20230326-p5c5vfi>

Western Sydney interchange, linking the M7 with the new toll-free M12 motorway to the city's second airport⁴². Federal Infrastructure Minister, Catherine King, stated funding for a critical Western Sydney motorway interchange was axed because an independent review could not determine what it was for, and many projects axed were without merit or proper planning⁴³. This only emphasises the need to collaborate and ensure business case development and implementation is understood by all. While the NSW government is now tasked with completing the project, uncertainties loom over the future of other critical transport infrastructure projects⁴⁴. This uncertainty may lead to the possibility of tolls or other taxes being imposed on the M12 interchange to recoup funding, potentially affecting commuters and car dependant, socio-economic disadvantaged communities in Western Sydney. A deal struck last year with Transurban will see motorists pay tolls on the M7 motorway for an extra three years in exchange for the tolling giant widening the highway, building the interchange and connecting an arterial route near the city's new airport⁴⁵. The Interim Report of the Independent Toll Review released on the 11th March 2024 identified tolls cost motorists in Sydney around \$2.5 billion each year⁴⁶. The report highlights tolls have been developed for each of the thirteen toll roads separately without regard to any overall system linking them and there is no unified system of tolling. The NSW Government estimate that over the next 37 years, with escalation growth until 2060, \$123 billion of tolls will likely be paid by motorists across Sydney motorways in today's dollars. In nominal dollars the figure is \$195 billion⁴⁷. This is staggering.

Over the past decade, Sydney has become one of the most tolled cities in Australia^{48 49}. Tolls and taxes can provide improved infrastructure and faster travel, however the financial burdens, environmental impacts, and social equity considerations are too much to bear for our car dependent communities who are already impacted by cost of living pressures, limited public transport and socio-economic disparities and inequities. **Current tolls lack fairness** in that they impact more severely on users living in Western Sydney⁵⁰. Toll costs under privatised contracts and other added tax funding schemes perpetuates accesses issues, the cycle of poverty and disadvantage. For years our Western Sydney Citizens have had underfunded public transport infrastructure which has led to a car dependent community. Our road infrastructure and maintenance has also been inequitably funded. Western Sydney is now just realising are on the hook to pay a minimum \$123 billion in tolls by 2060 under privatised contracts and we are facing multi-decade bills for everyone who drives a vehicle. The toll bill includes revenues to privatised toll road concessions, including the entire WestConnex system, NorthConnex, the Eastern Distributor, M2 and M7 but also the NSW Government-owned Sydney Harbour Bridge and Tunnel, as well as the future M6 Stage 1⁵¹. Toll rebates are also welcomed however many people did not know they could claim or how to claim them⁵². The independent Tolling Review is welcomed and we look forward to how the NSW

⁴² <https://www.smh.com.au/politics/nsw/albanese-axes-sydney-s-newest-spaghetti-junction-roadway-20231116-p5ekg2.html>

⁴³ <https://www.abc.net.au/news/2023-11-17/western-sydney-airport-road-link-funding-axed/103120848>

⁴⁴ <https://www.news.com.au/finance/economy/australian-economy/nsw-treasurer-lashes-17bn-budget-blow-due-to-federal-infrastructure-cuts/news-story/573e8e4cd8ffda7f109bce85ad8d3cdd>

⁴⁵ <https://www.smh.com.au/politics/nsw/albanese-axes-sydney-s-newest-spaghetti-junction-roadway-20231116-p5ekg2.html>

⁴⁶ https://www.treasury.nsw.gov.au/sites/default/files/2024-03/20240311_Toll-Review-Interim-Report.pdf

⁴⁷ *ibid*

⁴⁸ <https://www.budget.nsw.gov.au/2023-24/budget-papers/overview>

⁴⁹ https://www.treasury.nsw.gov.au/sites/default/files/2024-03/20240311_Toll-Review-Interim-Report.pdf

⁵⁰ *ibid*

⁵¹ <https://www.nsw.gov.au/media-releases/sydney-toll-bill>

⁵² <https://www.abc.net.au/news/2023-03-24/sydney-suburbs-spending-millions-on-tolls-postcode-data-shows/102128116>

Government will bring more equity to the system, particularly for people in Western Sydney who have fewer public transport options and cannot avoid higher weekly toll bills.

Additionally, promised rapid bus links have not progressed as expected, raising doubts about their implementation. The **rapid bus network between Campbelltown, Narellan, Oran Park and the Aerotropolis is a priority** action and an important interim service to support the opening of the Airport in 2026. The NSW 2023-24 State Budget has \$302.7 million reserved for a Western Sydney Rapid Bus network to connect the communities of Penrith, Liverpool, and Campbelltown to the future Western Sydney International Airport⁵³. This is very welcomed but what is the plan? Where are the business cases? Is this enough?

The necessity of the metro rail line to the airport to alleviate road network congestion remains undisputed, yet its progress remains unclear. This needs to be funded and completed.

The promised rail connections outlined in the Western Sydney City Deal, **including the north-south line linking the airport to Bradfield, Oran Park, Narellan, and Macarthur**, as well as the east-west line from Glenfield and Leppington to Bradfield and the airport, are essential components of the region's transportation infrastructure.

The potential to create a corridor from Schofields to Macarthur along the North-South Rail link represents a groundbreaking opportunity for community reshaping not seen since the construction of the Sydney Harbour Bridge. This transformative piece of transport infrastructure has the potential to establish over 30 railway stations and fundamentally reshape the face of Western Sydney. By accommodating population growth and providing convenient access to local economies, education, and health facilities within walking distance of a railway station, this strategy aims to address intra-regional transport issues by offering efficient public transport options. Despite widespread support for these connections, the current approach is fragmented, with different sections of the line under consideration lacking a cohesive strategy. What's needed is a commitment to a holistic perspective that ensures the successful implementation of this vital transportation network.

Concerns have been raised regarding the lack of a business case for the north-south rail link, which is crucial for meeting the region's future transportation requirements. While initial steps for developing the business case are currently underway, funding for this initiative is not expected to be implemented until the second half of this year, with completion likely to take a couple of years. This delay, both in the development of the business case and the subsequent construction of the infrastructure, significantly lags behind schedule, contributing to a negative narrative surrounding the Western Sydney Airport.

A recent study highlighted **deficiencies in local bus routes**, indicating a need for significant investment to meet service standards, particularly in rapidly growing areas such as Western Sydney. This report states \$10bn is needed over the next 4 decades to boost the network which has huge gaps in Western Sydney where population growth is the strongest⁵⁴

Furthermore, the **absence of place-based transport strategies** for centres in Western Sydney is apparent and crucial for efficient transportation planning and development. The lack of a comprehensive vision for transportation infrastructure investments only serves to compound existing challenges. A detailed 10-20 year roadmap, specifying necessary investment levels, funding models,

⁵³ <https://www.budget.nsw.gov.au/2023-24/budget-papers/overview>

⁵⁴ <https://www.theguardian.com/australia-news/2024/feb/22/sydney-transport-buses-western-sydney-worst-routes-data-report>

and coordination with other transport modes, is essential. Without clarity on future investment, effectively prioritising projects becomes increasingly challenging.

It is **essential resources within government departments** are there to plan adequately. Are current resources too thin on the ground? Are they efficient and effective? We need a special taskforce for critical transport infrastructure planning and delivery. This taskforce could ensure there is cross collaborative teams with milestones and targets and enabling integration with existing road infrastructure. This is vital for an efficient transport network.

Addressing funding challenges requires exploring various models, including **public-private partnerships and value capture mechanisms**. It would be equitable for some of the current uplift to be returned to ratepayers or taxpayers to pay for the very infrastructure or rezoning that has resulted in a windfall gain. This would be beyond developer contributions. An opportunity exists with rezoning where the value of the land is lifted dramatically before it is handed over to development. To be able to tap into a small portion of this uplift to fund some of the infrastructure moving forward will allow the delivery of infrastructure up-front. A taskforce could help to manage this issue and also provide a clear vision to ensure the efficient allocation of resources and the development of an integrated transport system to meet the region's growing needs.

It is essential to acknowledge and address existing deficiencies and equity of funding and access to public transport services and build capacity to match the growth that is already underway in Western Sydney. Areas with high historic disadvantage correlate with lower infrastructure provision⁵⁵. The **inequitable distribution of public transport infrastructure and associated services** across urban areas in Western Sydney⁵⁶ has a disproportionately adverse effect on lower income households, particularly in the local government areas of Fairfield, Canterbury-Bankstown, Cumberland, Liverpool, Blacktown and Penrith.

Within Sydney, access to public transport infrastructure is similarly geographically concentrated and skewed to areas with higher incomes⁵⁷. The Mckell Institute has highlighted the need to close the gap on public transport infrastructure inequality that disproportionately affects Western Sydney⁵⁸. The built environment influences and impacts upon health and wellbeing outcomes^{59 60} through issues such as transport disadvantage and social exclusion, both directly and indirectly. The less dense parts of Western Sydney, which do not yet support viable public transport are locked into car dependency with no alternative options for them to get to health services, work, school, to the shops, or visit friends and family⁶¹ let alone a new Airport and the Aerotropolis.

The provision of public transport necessitates a collaborative effort between the public and private sectors, including local government, and will require innovative funding models to ensure sustainable and efficient systems.

⁵⁵ https://mckellinstitute.org.au/wp-content/uploads/2022/03/Mckell_Super-Funding-Infrastructure.pdf

⁵⁶ Hurni A., Transport and social exclusion in Western Sydney -

https://australasiantransportresearchforum.org.au/wp-content/uploads/2022/03/2005_Hurni.pdf

⁵⁷ https://mckellinstitute.org.au/wp-content/uploads/2022/03/Mckell_Super-Funding-Infrastructure.pdf

⁵⁸ *ibid*

⁵⁹ <https://www.aihw.gov.au/getmedia/746ded57-183a-40e9-8bdb-828e21203175/aihw-aus-221-chapter-4-2.pdf.aspx>

⁶⁰ <https://cityfutures.ada.unsw.edu.au/documents/97/11HBEPLiteraturereview-5-2BECCommunities.pdf>

⁶¹ <https://www.westernsydney.edu.au/content/dam/digital/images/centre-for-western-sydney/WesternSydneyProgressandProspects.pdf>

Amidst these challenges, leveraging public-private partnerships (PPPs) emerges as a viable solution. PPPs, recognised as effective mechanisms for building and managing transport infrastructure, facilitate the sharing of risks and resources between the public and private sectors. Collaboration among government tiers and private investors is crucial to effectively address transport challenges in Western Sydney. Recommendations outlined in The Interim Report of the Independent Toll Review released on the 11th March 2024 must be implemented in regard to PPPs⁶².

Incorporating Corporate Social Responsibility (CSR) practices into PPPs is imperative to address transport inequities and promote social responsibility. Government leadership is essential in ensuring CSR practices are integrated into public-private partnerships for equitable transport solutions. Effective checks and balances, along with shared interests in delivering high-quality services, are critical for successful PPPs. Contractual measures and regulatory systems ensure accountability, financial sustainability, and equitable service provision, benefiting vulnerable populations in Western Sydney.

Furthermore, local governments can play a significant role in implementing PPPs to develop pedestrian-friendly infrastructure, Bus stops, cycling lanes, and last-mile solutions around transport hubs in Western Sydney. Value capture mechanisms, integrated into PPPs, offer effective financing tools for public transport infrastructure. These mechanisms generate revenue that can be reinvested in the development, operation, and maintenance of public transport systems, supporting economic development and accessibility in Western Sydney.

Leveraging PPPs with a focus on accountability, quality service provision, and value capture mechanisms can play a significant role in addressing transport infrastructure challenges, promoting economic development, and enhancing the overall transit experience in Western Sydney, including access to the new Airport and the Aerotropolis.

With the impending population growth, it is critical the NSW's public transport system is tailored to the evolving needs of the community in Western Sydney, particularly through cross-sector collaboration, to be able to make any measurable impact. If this doesn't happen it is going to cost us more than dollars in the long term to fix the issues that come with inequity.

c) the impacts of employment movements in Western and Southwestern suburbs of Sydney

The development of critical transport infrastructure to support the Western Sydney International Airport and Western Sydney Aerotropolis is expected to have a significant impact on employment movements and opportunities in the Western and Southwestern suburbs of Sydney. However, it's important to acknowledge the uncertainty surrounding the delivery of this infrastructure and its potential impact on employment.

The construction and operation of transport infrastructure projects, including roads, rail links, terminals, and associated facilities, typically create job opportunities across various sectors such as construction, engineering, transportation, logistics, and services. This influx of job opportunities has the potential to benefit residents in the Western and Southwestern suburbs by offering new prospects for employment. Western Sydney needs a mini jobs boom, as what was experienced in

⁶² https://www.treasury.nsw.gov.au/sites/default/files/2024-03/20240311_Toll-Review-Interim-Report.pdf

2016-19⁶³ ⁶⁴. However, without the timely delivery of critical infrastructure, there is a risk of losing momentum and opportunities for employment growth.

Improved transport infrastructure will play a crucial role in enhancing accessibility to the airport and aerotropolis, potentially leading to a more diverse job market and reduced commuting times for workers in the region. Businesses and industries attracted to the area by the presence of the airport and its associated facilities could create additional employment opportunities across various sectors, including aviation-related industries, logistics, manufacturing, services, and supporting industries like hospitality, retail, real estate, and professional services.

However, the **uncertainty surrounding the delivery of critical transport infrastructure** raises concerns about the future accessibility of these job opportunities. Currently, many residents in Western Sydney face challenges in accessing employment due to congestion on the roads, leading to long commute times and a reliance on car travel. The lack of reliable public transport options further exacerbates the issue, particularly for those who cannot afford to obtain a driver's license or maintain a car without stable employment. In Western Sydney transport disadvantage and unemployment create a vicious cycle of disadvantage where often a young person can't get a job without transport but can't afford to get a licence or run a car without a job.

To address these challenges and break the cycle of transport disadvantage and unemployment, collaborative efforts and solutions are needed to improve connectivity and accessibility to job opportunities in Western Sydney.

Integration of employment hubs with transport and residential areas is essential to reduce commuting times and enhance work-life balance for residents. Ensuring that new job opportunities are accessible to local communities is crucial for fostering diversity and inclusivity in the workplace and enabling individuals to lead healthy, fulfilling lives.

As already highlighted, the uncertainty surrounding the delivery of critical transport infrastructure not only jeopardises the creation of new job opportunities but also threatens the livelihoods of those already employed, especially in non-related construction jobs. Socio-economically disadvantaged communities, already grappling with various challenges, are particularly vulnerable to the disruptions caused by delays in infrastructure projects.

In Western Sydney, where congestion on the roads is already a significant issue, any further delays or disruptions in the construction of vital transport infrastructure will exacerbate the existing challenges faced by residents. The inability to efficiently navigate the region not only affects individuals' ability to access job opportunities but also hampers their participation in the workforce and economic activities, further deepening socio-economic disparities.

Collaborative efforts are crucial to minimise disruption and ensure that existing employment opportunities are not compromised during the construction phase of infrastructure projects. By implementing effective planning and coordination strategies, stakeholders can mitigate the impact of construction activities on traffic flow and accessibility, thereby safeguarding the employment prospects of local residents.

I question whether there is a comprehensive plan in place to address these concerns and manage the potential disruptions effectively. Without a clear strategy to minimise the impact on existing

⁶³ <https://theconversation.com/recession-will-hit-job-poor-parts-of-western-sydney-very-hard-139385>

⁶⁴ https://www.westernsydney.edu.au/__data/assets/pdf_file/0003/1782930/where-are-the-jobs-report-part-1.pdf

employment and socio-economic disadvantaged communities, the delay in critical transport infrastructure projects could exacerbate the challenges faced by these vulnerable populations.

Again, I advocate for a **special taskforce for critical transport infrastructure planning and delivery**. A taskforce could help to manage efforts to accelerate the delivery of transport infrastructure and enable a concerted focus on developing and implementing robust mitigation measures to address the disruption caused by construction activities. This includes prioritising the needs of socio-economically disadvantaged communities and ensuring that their access to employment opportunities is not further compromised by delays and disruptions in infrastructure development.

d) integration with existing transport infrastructure

To effectively address the existing inequities in public transport and combat the social, economic, and planning impacts of vehicle dependency, it's imperative to **adopt a holistic approach to public transport planning**. This includes not only connecting and integrating critical transport infrastructure for the new Western Sydney Airport and Aerotropolis but also ensuring that quality public transport outcomes prioritise people's inclusion and address the everyday challenges faced by Western Sydney residents.

The escalating growth in Western Sydney necessitates **equitable resource allocation to enable access to public transport services** for all residents. The progression of stage 2 of the south-north rail connection from the aerotropolis to Campbelltown-Macarthur is an essential step to addressing equitable resource allocation, as are rapid bus services linking us directly to both Campbelltown and Macarthur stations and the aerotropolis in the short term. Linking the rail line from Leppington to the new airport and extending rail connectivity from Schofields to Tallawong are essential steps to provide convenient access for residents across Western Sydney, ensuring equity in access to the airport and promoting connectivity across the region.

It's crucial to factor in where people live and the social impacts into the cost-benefit analysis of these transport infrastructure projects. Evidence-based resource allocations are essential to deliver better health and wellbeing outcomes and create a more inclusive society.

Currently, transport and access to services consistently rank among the top five issues in Local Governments' Community Strategic Planning processes across the LGAs of Western Sydney. Collaborating with key stakeholders, including local councils, is essential to plan new services and keep the community updated as planning progresses.

The **lack of well-integrated public transport services** has resulted in vehicle dependency and transport disadvantage, impacting residents' everyday lives due to factors such as cost, availability, physical accessibility, and maintenance of private transport.

Integrating public transport systems and implementing solutions like e-bike sharing, pedestrian-friendly infrastructure, and ridesharing services supported by digital technology can **address the "last mile" challenge**, making it easier for people to reach their destinations. These measures can alleviate traffic congestion, reduce environmental impacts, enhance urban liveability, and improve overall mobility.

There is currently **inadequate associated transport infrastructure**, such as bus stops, car parking, covered walkways, and cycleways. This needs to be factored in the critical planning and funding of transport infrastructure. Considering factors like extreme weather conditions, such as 38-degree days and storm events, alongside the necessity for frequent services to minimise waiting times, becomes crucial in designing a public transport system that truly caters to the needs of residents and visitors.

Detailed local, on-the-ground planning, undertaken collaboratively with councils and communities, is indispensable in improving transport outcomes. This involves not only enhancing bus and train services but also tackling pressing issues related to parking and optimising traffic flow on local roads and through city centres. Allocating adequate funding to implement bus stop standards and guidelines is essential to ensure that the infrastructure supports the efficient functioning of public transport systems and enhances overall accessibility for residents and visitors.

Moving towards a **trunk system for bus services, tied to the rail services** of Western Sydney, can significantly improve connectivity and patronage. The focus should be on providing a comprehensive public transport system that caters to the needs of local passengers, visiting tourists, and the workforce in the airport and surrounding areas.

The management of freight transportation and its integration with existing roadways, considering the already congested roads in Western Sydney, is a critical aspect that needs careful planning to minimise disruptions and ensure efficient operations. Efficient bus networks, with adequate service frequency, alongside planned road infrastructure like the M12 motorway and the **M9 Eastern Ring Road**, will enhance accessibility to the airport. However, uncertainties surrounding projects like the M9 Eastern Ring Road, The Outer Sydney Orbital, pose challenges.

The M9 represents more than just a road; it symbolises a transformative opportunity for our region. By linking the Port of Port Kembla, the Western Sydney Aerotropolis, and other logistic hubs in Western Sydney and the Illawarra-Shoalhaven, the M9 will revolutionise freight movement, significantly reducing costs and enhancing economic efficiency.

Moreover, the M9 is poised to alleviate congestion and enhance road safety, aligning with the Government's vision of Towards Zero⁶⁵. This means not only smoother traffic flow but also safer journeys for all road users.

The benefits of the M9 extend far beyond logistics. By better connecting communities with job opportunities, essential services, and amenities, the M9 will bridge social divides and uplift disadvantaged areas. It will empower businesses to operate more efficiently, spurring economic growth and prosperity across the region.

However, the potential of the M9 remains unrealised. Despite its clear advantages, the project languishes in planning stages, with no concrete commitment to move forward. This inertia represents a missed opportunity to address ongoing inequities and social disparities plaguing our communities.

The Outer Sydney Orbital Stage 1, intricately linked with the Maldon to Dombarton rail corridor, further underscores the transformative potential of this infrastructure. Furthermore, **completing the Maldon-Dumbarton rail line** would not only facilitate freight rail connection between Port Kembla and the aerotropolis but also serve as a crucial passenger line, linking Western Sydney to Wollondilly and the Illawarra region, enhancing connectivity and economic benefits for the area. By aligning road and rail networks, we not only streamline freight movement but also foster integrated regional development, connecting the Western Parkland City with the Illawarra-Shoalhaven region.

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<https://www.transport.nsw.gov.au/system/files/media/documents/2021/Outer%20Sydney%20Orbital%20Stage%20FAQs.pdf>

Yet, despite the evident benefits and alignment with broader regional development plans, progress remains stagnant. The lack of a committed business case and tangible action perpetuates the status quo of social and economic disadvantage.

It's time to break the inertia and unleash the potential of the M9. The Maldon Dombarton rail link and its associated projects, as outlined in the Illawarra Chamber of Commerce South West Illawarra Rail Line (SWIRL) Proposal⁶⁶. This is not merely about building roads; it's about reshaping communities, fostering economic prosperity, and unlocking opportunities for all. Let us not allow groundbreaking infrastructure projects to gather dust on shelves while our communities yearn for transformation. The time for action on these initiatives is now.

e) reducing road usage around the new airport and surrounding regions; and

Sydney has been regarded as the most congested capital city in Australia. It is also relatively high up in the rankings of congested cities in the world⁶⁷. To alleviate road congestion around the new airport and minimise traffic issues in Western Sydney, it's imperative to **establish metro rail lines** to efficiently serve the anticipated 10 million passengers in the initial years of operation. Relying solely on road infrastructure exacerbates car dependence and congestion, negatively impacting both the environment and household budgets.

Investing in **reliable public transport**, including buses, trains, and dedicated shuttles, is crucial. Encouraging mode shift by offering incentives such as **reduced fares and convenient schedules**, while also creating designated pick-up/drop-off zones for rideshare services and carpooling, can help reduce single-occupancy vehicles on the road. Education campaigns promoting sustainable travel behaviours are also essential. By providing information about public transport routes, schedules, and benefits to encourage mode shift away from private vehicles.

Implementing variable parking fees based on demand, along with developing safe pedestrian pathways and dedicated bike lanes, encourages alternative modes of transportation. The promotion of active transport options as viable alternatives for short-distance travel within the airport precinct and surrounding areas is crucial to reducing road usage around the new airport and Aerotropolis. Park-and-ride facilities and a central transport hub also facilitate seamless travel connections. These facilities would allow commuters to park their cars and transfer to public transport for the remainder of their journey, reducing congestion around the airport precinct. This should be complemented with frequent shuttle services between park-and-ride locations and the airport terminals. A central transport hub where various modes of transportation (trains, buses, taxis, etc.) converge is an essential piece of infrastructure, serving as a seamless transition point for travellers.

Smart traffic management systems that provide real-time information on road conditions, delays, and alternative routes and optimise traffic signal timings based on current traffic flow can minimise congestion. Integrating land use and transport planning that promotes compact, mixed-use developments around public transport hubs encourages transit-oriented development and reduces the need for car travel.

The M9 will benefit movements of freight, including reducing the cost of moving goods between the Port of Port Kembla, the Western Sydney Aerotropolis and other logistic hubs in Western Sydney and the Illawarra-Shoalhaven. It will better connect communities with jobs, services and amenities, and

⁶⁶ <https://documents.uow.edu.au/content/groups/public/@web/@eis/documents/doc/uow268091.pdf>

⁶⁷ https://www.treasury.nsw.gov.au/sites/default/files/2024-03/20240311_Toll-Review-Interim-Report.pdf

to help businesses move freight more efficiently⁶⁸. Planning for the **Outer Sydney Orbital Stage 1** corridor is being coordinated with the planning for the Western Sydney Aerotropolis Plan and the **Maldon to Dombarton line**. The Maldon to Dombarton corridor has already been protected for inter-regional freight rail and is expected to be the alignment for a future freight line. When constructed, it would combine with the Outer Sydney Orbital Stage 1 and a short section of the Main South Line to connect the Western Parkland City and the Illawarra-Shoalhaven region.

Ensuring certainty in this piece of infrastructure along with essential rapid bus services is critical, especially for the anticipated 50,000 commuters heavily relying on Picton Road and the Hume Highway.

Addressing transport congestion in Western Sydney requires a holistic approach, including optimising public transport networks, developing road infrastructure, and providing flexible parking options. Collaboration and ongoing planning are essential to ensure an integrated and efficient transport system.

f) any other related matters.

- ***Uncertainty of Airport station access fee***

There is **uncertainty if there will be an imposition of airport station access fees**. If there were to be fees, this could severely impact the willingness of car-dependent communities to switch to public transport, creating further economic disadvantage for workers accessing employment.

Workers often find airport access fees expensive, making them reluctant to opt for public transport despite its cost-efficient and cost-effective alternatives for commuting to and from the airport.

Considering the current scenario, it's unclear how the Western Sydney airport would generate revenue from public transport users. Unlike legacy airports with established revenue streams, there's a lack of clarity on how the airport would profit from people using public transport.

While the airport may generate revenue from car parking, the charges for this haven't been determined yet. However, imposing access fees at the Sydney airport metro stop could deter passengers who wouldn't expect to be charged to access the station. It's crucial to consider this opportunity to approach revenue generation differently, especially given the unique context of a new airport.

Implementing airport station access fees could hinder the shift towards public transport, posing additional economic challenges for commuters. It's essential to explore alternative revenue streams and avoid discouraging passengers from using public transport to access the airport.

I thank you for your consideration of this submission and welcome any further opportunity to work collaboratively with the Committee on Transport and Infrastructure. Please connect with me at [REDACTED] or on [REDACTED] if anything in this submission requires further clarification.

Sincerely [REDACTED]

Ally Dench

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<https://www.transport.nsw.gov.au/system/files/media/documents/2021/Outer%20Sydney%20Orbital%20Stage%20FAQs.pdf>

Other attachment included with submission

[Submission 54](#), Ally Dench, Inquiry into current and future public transport needs in Western Sydney, 18 September 2023.