

**Submission
No 28**

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

Organisation: Action for Public Transport (NSW) Inc.

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Action for Public Transport (N.S.W.) Inc.

P O Box K606
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31 March 2024

Secretary
Committee on Transport and Infrastructure
Legislative Assembly
Parliament House
Macquarie St
Sydney 2000
Submitted via inquiry website

Dear Secretary,

NSW Legislative Assembly Committee on Transport and Infrastructure

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

Submission

Introduction

Action for Public Transport (NSW) Inc. is a transport advocacy group which has been active in Sydney since 1974. We promote the interests of beneficiaries of public transport - passengers and the wider community alike.

We would be pleased to appear at hearings if desired.

Discussion of each term of reference

a. an analysis of options for transport infrastructure

Public transport provision to WSA and Aerotropolis is primarily to be provided by metro line from St Marys. This will ensure long journey times with change of trains at St Marys.

Plans clearly include a staged extension of suburban rail (i.e. wide clearance double-deck trains) from Leppington to Aerotropolis. Whether this would then extend to WSA (Airport) is not clear.

APTNSW recommends that priority be given to link via Leppington as the rail access to Airport. This will give potential for express trains via Liverpool, and one-train connection from Kingsford Smith Airport. To improve travel times and frequencies, addition of third and fourth tracks from Revesby to Glenfield should be planned for.

The combination of metro access from north, and suburban rail access from the east, will give rise to a need for both modes between WSA and Aerotropolis for fuller benefits of connectivity for travellers to and from both centres.

If the two lines are constructed as planned, this should include services by both running between WSA and Aerotropolis – by duplication or by building a line along which trains of either may run, if that is technically possible.

Preferably, if still possible at design and commissioning stage, the line from St Marys to Aerotropolis should be changed from metro to suburban double-decker rail. This would improve connectivity and journey times. Signalling improvements should be possible to increase train frequencies currently accepted on the suburban rail network.

Metro lines to be built from Sydney CBD to Parramatta and (later?) Liverpool via Bankstown should, however, be considered for extension to WSA / Aerotropolis.

Bus routes (including the texpress services to be provided from WSA / Aerotropolis to major centres, see term **c** below) also require infrastructure. They are not something that can be provided merely by scheduling a few more runs. Dedicated bus lanes (for example, an extension of the Parramatta Liverpool T-Way) and traffic light priority, and substantial bus stops are needed. These should include adequate shelter, real time service information, and a strong visual presence. Prominent signage of all bus stops not only makes the system more legible for users; it establishes these public transport links in the consciousness of ALL road users as a prominent and functioning part of the urban environment.

Bus stops should also, where possible, include the ability to touch on / off Opal or other cards, for users' convenience.

b. funding of transport infrastructure

Value capture from urban development in all locations along rail corridors should be considered as a funding mechanism, whatever the mix between public and private sector construction of rail and metro lines.

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

WSA / Aerotropolis will clearly provide valuable employment for large numbers of residents of western Sydney. This will make rapid and frequent bus links particularly important from regional urban centres: Parramatta, Blacktown, Penrith, Campbelltown, and Liverpool.

d. integration with existing transport infrastructure

*Covered under term **a** above.*

e. reducing road usage around the new airport and surrounding regions

Published plans for the Bradfield CBD [ref APTNSW submission <https://aptnsw.org.au/documents/bradcitymastplansubmission.html>] are commendable in setting a new pattern for metropolitan development shifting from car-oriented to transit-oriented urbanism. A crucial factor in reducing car dependence is to provide good public transport services at the earliest possible stage - preferably as the final planned mode.

f. any other related matters

Recommendations

Our chief recommendation for WSA transport links is that the proposed Metro line from St Marys be changed to enable compatibility with the suburban heavy rail (double-deck) network. This will improve service quality to the airport and Aerotropolis and enable more flexibility of operation as part of the wider suburban network, including connections via Leppington to the east.

Other recommendations are as set out in the text above.

Jim Donovan
Secretary
Action for Public Transport (NSW) Inc.

