

**Submission  
No 29**

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

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## Western Sydney International Airport infrastructure

Introduce bus interchange along M12 and The Northern Road (term a,d)

Increase bus operation efficiency by concentrating the passenger heading toward particular districts from different communities onto one or two routes. It is useful when it comes to dispersing demands to one district which point-to-point services cannot support every district because of insufficient demand.

Bus services: (term a,d)

Principles: High demand routes connect Airport Terminal, main destinations or residential/tourists areas 40 km away only have transport demand to the passengers terminal

Bus services should cover the freight areas, Aircraft maintenance area and aerotropolises core. Some low demand external routes should cover Airport Terminal, freight area and Aerotropolises if the patronage of Passenger Terminal cannot support a direct route. The bus service between the passenger terminal direct service, external routes, local routes should share the same resources. All bus routes can run as Bus Contracting Mode. Another option is bus service operates as Public Private partnership, the bus company owns the assets, and the government subsidises based on their performance. It is a way to facilitate mutual direction passenger flow and utilise the resources efficiently.

Local bus routes connecting Passenger Terminal, freight area and mixed-use residential area in Aerotropolises Core

Aerotropolises Core and Agricultural business district, northern gateway precinct  
Luddenham Village

Bus route connects Aerotropolises, Passenger Terminal, freight area, Badgerys Creek  
Mount Druitt Route via St Claire, Erskine Park, Aerotropolises as well

Bonnyrigg route can via Smithfield, Prairiewood and Parramatta

A route connects Carlingford, Parramatta, Westmead, Harris Park,

Route connects Cabramatta, Fairfield, Guildford

Glenfield, Preston, Hoxton Park, as a connection to T8

Rationale: Liverpool, Parramatta, Campbelltown should be a main transit hub to the Airport in other parts of Western Sydney. For example, passengers from Bankstown can catch a local bus service to Liverpool to change the Airport bus. Bus routes should serve residential areas 20-30 km away as most of the workforce may live in those areas.

Bus routes connecting the passenger terminal should include the luggage racks so that it is convenient for passengers carrying large luggage to use bus service.

Railway: Extend Metro West to Aerotropolises through Smithfield, Prairiewood, Bonnyrigg and Kemps Creek (term a)

Introduce luggage rack on the metro train (d,e)

Some of the passengers will carry large luggage that will occupy many spaces. Placing the luggage next to your seat is uncomfortable for passengers. Take the existing Airport Lane in Sydney as an example, not having luggage racks discourages passengers carrying large

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luggage to use this service. Airport train arounds the world has included luggage racks such as Taipei and Hong Kong.

Introduce in-town check-in service in major stations such as St Mary (term d,e)  
Increase the attractiveness to travellers as they can check-in their luggage and have a walk around St Mary before heading to the Airport. Also, it alleviates the pressure of check-in counters in the Airport. It is common in other world cities such as Taipei and Hong Kong. In-town check-in is one of the selling points of the Airport Express.  
Include premium seats in one carriage with higher charges (term d,e)

Introduce interchanging discount between taxi/Uber and Western Sydney Metro  
Increase the service catchment area of this infrastructure that serve passengers away from this railway and bus service.

The fare of the Western Sydney International Airport should be 70-80% cheaper than taxi/Uber service so that it attracts more passengers to use it. We should avoid the mistakes of the current Airport link which charges 50% cheaper than Uber/Taxi. If passengers travel with 2 or more people, the cost of taking taxi and train are similar which discourages passengers from travelling train

### **Introduce carpool area in the Airport (term e)**

A counter should be set up at the arrival area of passenger's terminal. Passengers heading to similar direction can take the same taxi/Uber/private together and share the transport cost. It reduces the traffic flow, the transport cost and increases the revenue of taxi driver as well. Take Taipei Taoyuan Airport as an example, it introduced this scheme in late night in 2016 which reduces transport costs of travellers and increases the revenue of taxi driver.