

**Submission
No 22**

**INQUIRY INTO REMOVING OR REDUCING STATION
ACCESS FEES AT SYDNEY AIRPORT**

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Despite a massive past investment the Sydney airport line is significantly underutilised, accounting for less than twelve percent of trips to the airport.

The high station access fee is the key disincentive to using the line which means people take taxis instead and this adds to the congestion of traffic around the airport. s.

The underutilisation of the train line has led to significant congestion around the airport with potential health, environmental and economic impacts. Without a plan to get more people on to trains, it is predicted that by next year queues as long as four kilometres will stretch out from the Domestic Terminal.

Better patronage on this line could negate the need for expensive new road infrastructure and tollways.

I suggest that patronage could be improved by better using existing infrastructure. A service should be introduced that is a dedicated Airport Loop running from Wolli Creek (turn back at Wolli Creek) and around the City Circle using frequent dedicated 4 carriage trains with luggage racks. It should also be possible for air travellers to check in their luggage at Airline Check in points that could be at Central or St James (which has spare platform capacity and is massively under-utilised). The same process already takes place in Paddington Station in London for rail services to Heathrow.

Why?

Reduces overcrowding from commuters and allows a dedicated airport service.

Makes better use of investment in Airport Line

Allows rapid access between City and Airport