

**Submission
No 33**

**INQUIRY INTO CURRENT AND FUTURE PUBLIC
TRANSPORT NEEDS IN WESTERN SYDNEY**

Organisation: Liverpool City Council

Date Received: 18 September 2023

The Chairperson
Parliament Inquiry Committee on Public Transport

Email : PortfolioCommittee6@parliament.nsw.gov.au

Dear Chairperson and Committee Members,

RE: Liverpool City Council Submission to Parliament Inquiry on Public Transport Provision in Western Sydney

Liverpool City Council in the Southwest Sydney has been making representations about the need for improved public transport infrastructure and services in Western Sydney and appreciate the opportunity to make a submission to the above-mentioned Parliament Inquiry.

Liverpool Local Government Area (LGA) has 42 suburbs and is home to the Western Sydney International (Nancy-Bird Walton) Airport. The suburbs include Liverpool City Centre, established suburbs, redeveloping suburbs from infill development, rapidly developing release areas/growth precincts, an imminent Aerotropolis around the Western Sydney (Nancy-Bird Walton) International Airport (WSA) and well as rural suburbs.

The LGA is experiencing substantial population growth, with a forecast population increase from the current population of 245,900 to approximately 371,300 by 2041. This growth is due to increased mixed use developments in Liverpool city centre, infill developments within established suburban areas, and development within new release areas/growth precincts.

The airport and associated Aerotropolis are expected to generate significant employment and economic opportunities for Liverpool, including knowledge-intensive jobs. In addition, with the forecast population, there is a need for improved public transport infrastructure and services in Liverpool LGA.

The LGA has a long-standing role as the regional centre for the Southwest Sydney, reflecting its history and strategic location. The Liverpool City Centre contains Liverpool Hospital – one of the largest standalone hospitals in NSW, three major university campuses and two TAFE campuses. It also has significant manufacturing and logistics sector developments.

Liverpool LGA is served by the T2, T3, T5, and T8 railway lines with stations at Liverpool, Warwick Farm, Casula, Edmondson Park, and Holsworthy. The LGA is also serviced by passenger bus services provided by two private bus companies - Transit Systems and Interline Bus Company under contracts with Transport for NSW (TfNSW).

The current public transport service in the Liverpool LGA, including to/from the Liverpool City Centre is the one of the slowest train services to Sydney CBD compared to other major city centres (such as Parramatta and Penrith) in the Sydney Metropolitan area. The average single train trip between Liverpool station and Sydney CBD stations takes close to or more than 1 hour.



Customer Service Centre Ground floor, 33 Moore Street, Liverpool NSW 2170

All correspondence to Locked Bag 7064 Liverpool BC NSW 1871

Call Centre 1300 36 2170 **Email** lcc@liverpool.nsw.gov.au

Web www.liverpool.nsw.gov.au **NRS** 13 36 77 **ABN** 84 181 182 471

Page 1 of 13

Council is also concerned that passenger bus services have not kept pace with population growth, including provision of bus services in new release areas and developing suburbs, such as Middleton Grange and Austral. This has resulted in high reliance on private cars and contributes to traffic congestion.

Council has considered reports on current trains services between the Liverpool City Centre and the Sydney CBD and has made representations to Transport Ministers for fast and frequency train services, to improve accessibility for residents and workers of the City Centre.

As indicated above, Liverpool LGA is experiencing rapid population growth, driven by new residential developments in Greenfield areas and associated the impending opening of the WSIA. Hence, Council considers that this population growth will result in increasing public demand and requires extensive investments in public transport infrastructure and services.

In this regard, Council recommends the following public transport improvements:

- a) Fast and efficient train services between Liverpool City Centre and Sydney and Parramatta CBDs and beyond.
- b) Rapid bus services between Liverpool City Centre and the WSIA and aerotropolis precincts along Fifteenth Avenue and Hoxton Park Road.
- c) Extension of railway/metro line from Leppington Station to Bradfield City Centre and the WSIA.
- d) Early introduction of interim and ultimate bus routes and services to accommodate the increasing demand for bus services in the new released areas such as Middleton Grange, Austral, Leppington East and Aerotropolis precincts.
- e) Bus services to industrial areas such as the aerotropolis precincts and the Moorebank Logistic Business Park.
- f) Connected active transport network to major transport nodes such as an active transport bridge between Casual station and the Moorebank Logistic Business Park.
- g) Extension of the south-west metro line from Bankstown to Liverpool.
- h) Enhanced first and last-mile micro-mobility accessibility and options.

Detailed comments and recommendations to the Terms of Reference questionnaires are outlined in the Attachments A and B.

Council would appreciate that the above recommendations in the Parliamentary inquiry. Council is committed to and would continue working Transport for NSW, Sydney Metro, and other State Government agencies to improve public transport infrastructure and service in Western Sydney and in particular the Liverpool LGA, to create a more sustainable and efficient public transport network for the community.

Should you require any further information, please contact the undersign via email at

Yours sincerely

Charles Wiafe
Principal Transport Planner

Attachment A – Detailed Responses to Terms of Reference

(a) Availability and Accessibility of Public Transport Services Across Western Sydney, the Adequacy of Connectivity Between Public Transport Hubs and Commercial Hubs, and Any Gaps in Services

Council comments

A Liverpool Sustainable Urban Mobility Study carried out in 2020, assessed and prepared a figure as indicated below showing the portion of Western Sydney's suburbs with access to job opportunities via public transport within 30-minute.

The figure shows that only a small portion of Western Sydney's suburbs have access to job opportunities via public transport within a 30-minute timeframe. This leads to a high reliance on automobiles for commuting purposes.

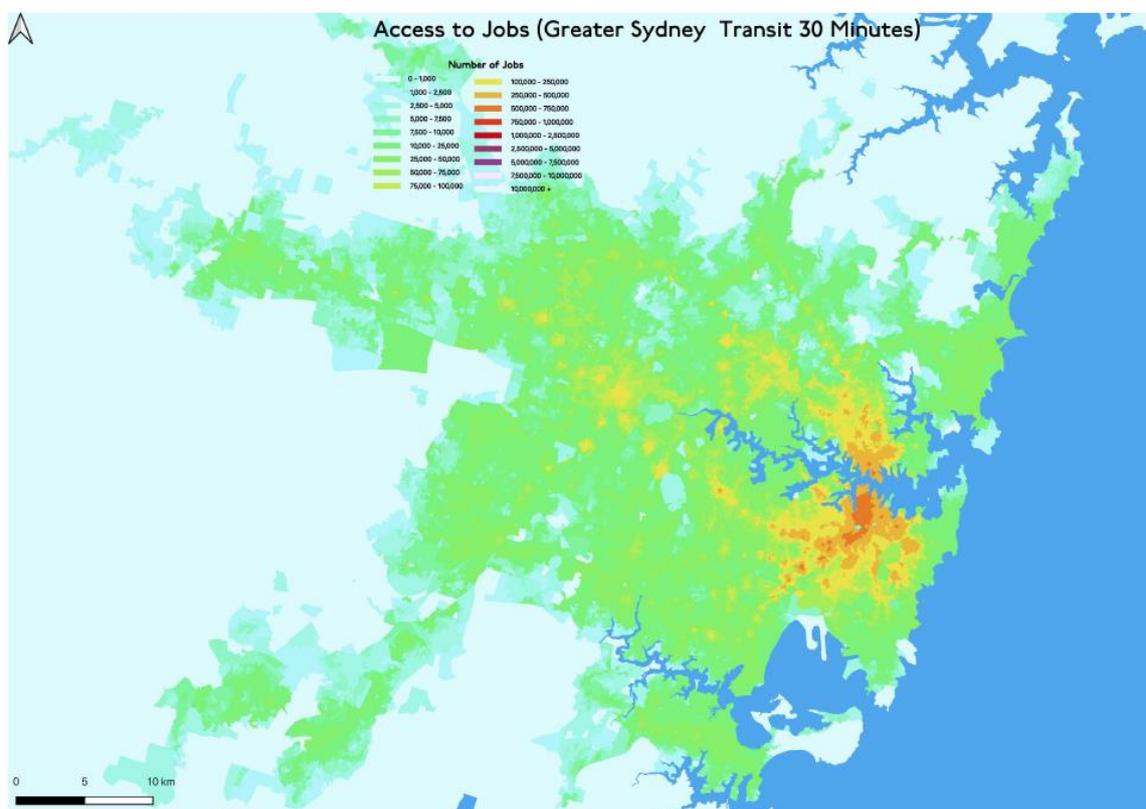


Figure 1 – Public transport accessibility to jobs within 30 minutes (Source: Liverpool Sustainable Urban Mobility Study 2020)

Council has identified the following two issues concerning public transport infrastructure and services:

Issue 1 - Long Journey Time Between Liverpool Train Stations and Sydney CBD and Other Major Employment Centres

Liverpool LGA is served by four train lines (T2, T3, T5, and T8) with train stations at Liverpool, Warwick Farm, Casula, Edmondson Park, and Holsworthy.

Liverpool has the slowest train service to Sydney CBD compared to other councils in the Sydney Metropolitan area. The average single train trip between Liverpool station and Sydney CBD stations takes close to or more than 1 hour.

The proposed changes to the existing railway services, as part of the South-west metro extension to Bankstown, will require Liverpool customers to transfer at Regents Park to access the Metro services at Bankstown. This arrangement will increase travel time and create inconvenience for customers currently utilising the T3 Bankstown line. The current travel time between Liverpool station and Sydney CBD is approximately 1 hour via the T2 line. Diverting the existing T3 service for Liverpool-City via Regents Park services will further extend travel time between Liverpool and Sydney CBD, creating social and economic disadvantages for Liverpool's local residents.

Train services on the T5 line between Liverpool and Parramatta, operates with 30 service frequency. The service frequency results in carriages often crowded. To address this, more frequent train services (at intervals of less than 15 minutes) are needed between Liverpool and Parramatta on the T5 line.

Issue 2 - Inadequate Bus Services Provision to the Growth Centre and Major Employment Hubs in Liverpool

The Liverpool Local Government Area (LGA) is serviced by private bus companies – Transdev, Interlink Bus Services, and Transit Systems – operating under contracts with Transport for NSW. Bus services have failed to keep pace with population growth to date. It is acknowledged that the road network in these growing suburbs is undergoing progressive upgrades, and planned bus routes/services cannot currently align with this evolving road network. However, Council believes that interim bus routes/services must be introduced to accommodate the increasing demand for bus services.

The lack of regular bus services, particularly in growth areas, has significant impacts on community accessibility. It contributes to traffic congestion due to a heavy reliance on private motor vehicles. This affects the accessibility of senior citizens, school students, young people, and low-income earners without access to a car in suburbs like Denham Court, Middleton Grange, and Georges Fair (Moorebank). It also hampers the productivity of working parents who have to transport their schoolchildren, particularly female workers.

Furthermore, there are currently no plans for bus services connecting to the Western Sydney International Airport (WSIA), the aerotropolis precinct developments, and the Moorebank Logistic Business Park.

Development and construction are already underway within the WSIA and the aerotropolis precincts, set to be open and operational by 2026. Major facilities such as the Moorebank Intermodal Terminal, warehousing, logistics, and distribution centres have commenced operations without any new public bus services planned for employment access.

Without intervention and the delivery of public transport infrastructure and services, Liverpool residents will continue to endure long daily commutes, congestion, and limited access to public transport, resulting in a high dependence on cars for daily life. The combination of high growth

projections and the current under-provision of public transport justifies an investigation into various public transport projects within the next 10-20 years. The development potential, which could be harnessed through the metro extension between Bankstown and Liverpool as well as railway/metro extension from Leppington to the WSIA, offers a significant opportunity for value capture to partially fund the project.

Council recommendation

Council recommends the following public transport infrastructure and services to improve public transport connectivity and accessibility in the Liverpool local government area:

- i. Fast and efficient train services between Liverpool City Centre and Sydney and Parramatta CBDs and beyond.
- ii. Rapid bus services between Liverpool City Centre and the WSIA and aerotropolis precincts along Fifteenth Avenue and Hoxton Park Road.
- iii. Extension of railway/metro line from Leppington Station to Bradfield City Centre and the WSIA.
- iv. Early introduction of interim and ultimate bus routes and services to accommodate the increasing demand for bus services in the new released areas such as Middleton Grange, Austral, Leppington East and Aerotropolis precincts.
- v. Bus services to industrial areas such as the aerotropolis precincts and the Moorebank Logistic Business Park.
- vi. Connected active transport network to major transport nodes such as an active transport bridge between Casual station and the Moorebank Logistic Business Park.
- vii. Extension of the south-west metro line from Bankstown to Liverpool.
- viii. Enhanced first and last-mile micro-mobility accessibility and options.

(b) Current and Anticipated Levels of Demand for Public Transport Services and the Public Transport Requirements to Meet This Demand

Council comments

Liverpool Strategic Planning Statement 'Connected Liverpool 2040'

Connected Liverpool 2040' is Council's Local Strategic Planning Statement (LSPS) which sets out the 20-year vision for land use in the local area. It is intended to guide development and growth in considering the need for housing, jobs, services as well as open spaces and the natural environment.

'Connectivity' is the first pillar of the LSPS, indicating the high importance of this issue for the LGA. The LSPS prioritises improved transport connectivity through city-shaping infrastructure like the Fifteenth Avenue Smart Transit Corridor. Such projects will be particularly important to the success of Liverpool's emerging Innovation Precinct, Western Sydney International Airport and Western Sydney Aerotropolis. As Council does not deliver major transport infrastructure and services, the LSPS has actions primarily focused on advocating for delivery of major transport infrastructure and improved public transport service.

LSPS LOCAL PLANNING PRIORITY 1 is 'Active and public transport reflecting Liverpool's strategic significance'. As a Metropolitan Cluster in the Greater Sydney Region Plan, and one of the fastest growing LGAs in the country. Liverpool's transport systems must cater to existing and future development, and provide connectivity to other metropolitan centres and clusters, e.g., extension of the Leppington Train Line to the Western Sydney Airport. (LSPS, p30)

LOCAL PLANNING PRIORITY 2 is 'A rapid smart transit link between Liverpool and Western Sydney International Airport/Aerotropolis'. A public transport link between the City Centre and the Airport will increase connectivity to support jobs growth and airport viability. It also connects residents with job opportunities within their own LGA. When complete, the FAST Corridor will be a catalyst for increased public transport growth in the LGA and wider region, and a shift away from car dependence (LSPS, p32).

Liverpool City Centre & Established Areas

In terms of land use planning, the Liverpool City Centre and established areas are within the local planning legislation of the *Liverpool Local Environmental Plan 2008* (LLEP 2008). Amendment 52 of the LLEP 2008 (gazetted 5 September 2018), had a specific focus on the Liverpool City Centre, with the aim of facilitating its growth into Sydney's third CBD. It provided extensive mixed-use development capacity within the City Centre, which provided for future residential development capacity in the City Centre, which was previously intended to be located outside of the City Centre within suburban areas.

Council's Local Housing Study notes there is feasible capacity for future dwellings LGA wide for 49,804 new dwellings (p95). There is development capacity in the City Centre for 24,793 (p87) available within the City Centre. There is also extensive infill capacity within established suburban areas, with the rise of Medium Density type developments contributing to infill development around centres.

Strategic planning is currently occurring to ensure future population growth is aligned with infrastructure and services, i.e., focused on the City Centre and Town Centres. However public transport investment and improvements are required to support the dwelling capacity within the existing planning framework.

Liverpool Growth Precincts

In addition to the established areas above, there is significant capacity and development occurring within the growth area precincts of the LGA. The Austral and Leppington North (Liverpool) Precincts were rezoned in 2013. At this time, the anticipated dwelling yield in the Austral and was forecast at about 16,000 dwellings (17,350 if including Camden). However, based upon current trends Liverpool's portion is on track to yield approximately 26,300 dwellings.

Council is continuing the liaison with the State Government regarding well-founded concerns that current infrastructure plans will be inadequate to serve 26,300 dwellings. This extends to all aspects of planning, such as open space, community facilities, public schools, and retail hierarchy, the significant implications regarding the delivery of public transport infrastructure and services to the new suburb.

Public transport current demand and forecast

According to Journey to Work (JTW) data from 2016, 74% of all work-related trips in Liverpool were made by car. Public transport usage varies between 5% and 20% for each suburb in the Liverpool Local Government Area (LGA). Liverpool City Centre has the highest public transport usage, accounting for 20% of total trips compared to other suburbs in Liverpool wide areas.

Travel time emerges as a crucial factor influencing transport mode choices in Liverpool. Apart from residents living in Liverpool City Centre, many face significantly longer travel times and

multiple transfers when using public transport¹. In some cases, certain public transport stops are inaccessible, requiring walks of more than 20-30 minutes.

For example, there is an inadequate bus service and stop in Parkbridge Estate, the northern part of Middleton Grange, which is home to over 700 households. The nearest bus stop to the estate is approximately 1.3 km away, necessitating a 20-30 minute walk. The community has been advocating for bus services for nearly a decade, yet they still await such services. Currently, only 150 daily public transport trips are made to/from Middleton Grange, a suburb with a population of approximately 10,000 people.

Residents of Middleton Grange currently experience daily traffic congestion and delays of up to 25 minutes during morning and afternoon peak hours when exiting the suburb. With the planned addition of 600 new dwellings and a major town centre, convenient and accessible public transport services, along with new rapid bus services along Fifteenth Avenue, are essential for both existing and future residents.

To promote sustainable development in Liverpool LGA, Council has introduced Green Travel Plan requirements for new developments in the LGA. Some newly developed areas, such as Bradfield developments, have set up a transport mode shift target to public transport of 25% to 50%. Most new school developments in the LGA have set public transport mode share targets of 50% or higher in their operational green travel plans.

Council recommendation

Given that these public transport mode shift targets necessitate substantial improvements in public transport infrastructure and services, the Council wishes to collaborate with TfNSW to establish benchmarks for public transport mode share targets for various types of residential, retail centres, and major employment hubs. These established targets should be accompanied by practical public transport improvement schemes, service planning, and delivery action plans.

(c) Changing Nature of Public Transport Needs Due to Shifting Demographics, New Suburbs, Planned Infrastructure, and Increased Density

Council comments

As previously mentioned, Liverpool LGA is currently undergoing rapid economic and population growth, primarily due to the impending opening of the Western Sydney International Airport in 2026. Liverpool is recognised as one of Sydney's most strategically important logistics, industrial, and manufacturing centres, boasting significant freight hubs like the Moorebank Logistic Business Park and the future Western Sydney International Airport freight hub.

Both Liverpool City Centre and several greenfield developments in Austral, Leppington, and the Aerotropolis precincts are poised for substantial population and employment growth. These areas will require extensive investment in new public transport infrastructure and services to meet the evolving demands of their residents and workforce.

However, the current bus service model primarily consists of regular and fixed route services. This model may not be well-suited for low and medium-density areas or newly developed suburbs, as initial patronage demands might not justify the provision of high-frequency bus services. Consequently, high-quality bus services may not be introduced at the early stages of

¹ Liverpool Sustainable Urban Mobility Study Prepared for Liverpool City Council by the University of Sydney and Arup 2020.

development, particularly in greenfield developments and newly released areas within the South-West Growth Centre and the aerotropolis precincts.

As highlighted in the NSW Bus Industry Taskforce First Report of July 2023, the former NSW Government announced the addition of over 14,000 extra weekly bus services to be rolled out over four years in the growth centres. However, the implementation of these new services has been slow, failing to keep up with the increasing demands of these newly established suburbs, which often suffer from limited and inconvenient public transport services. One contributing factor is the insufficient and non-recurring budget allocations to fund these new services.² Under the current practice, bus operators may need to discontinue some existing services to provide additional ones or introduce new service lines to cater to these new suburbs.

As previously mentioned, many residents in these growing suburbs, including senior citizens, school students, young people, individuals with disabilities, and low-income earners without access to a car, lack adequate public transport access to employment opportunities and essential daily services, such as attending community services, obtaining medication, and grocery shopping.

Council recommendation

In light of these challenges, the Council supports the recommendation in the taskforce report for the restoration of a growth funding program. This program is essential to provide adequate public transport services to growing centres and newly released precincts.

Furthermore, the Council recommends that, under this growth funding program, flexible and innovative public transport operational modes be developed to meet the demands and needs during different stages of development in these areas. Bus service planning and infrastructure delivery should be carried out and regularly reviewed from the initial precinct planning stage to various development stages over 15 years for newly released and high-density development precincts.

These operational modes should identify the current constraints and opportunities in the existing bus operation contracts and establish mechanisms to deploy innovative and flexible public transport alternatives, such as on-demand bus services and micro-mobility options. Additionally, Mobility-As-A-Service initiatives should be considered to improve public transport provision and adapt to the changing nature of public transport needs and customer requirements in newly released or major development areas.

(d) Social, Economic, and Planning Impacts of Vehicle Dependency and Poorly Integrated Public Transport

Council comments

As illustrated in the accessibility maps to schools and hospitals in Liverpool in Appendix B, only one-third of residents can access local schools by public transport within 30 minutes, in stark contrast to more than 90% of residents who can reach these schools by car. A significant portion of residents resides in areas where accessing nearby hospitals within 30 minutes via public transport is virtually impossible. The lack of fast and direct public transport services to major employment centres like Sydney CBD, combined with poor accessibility to public stops and stations, contributes to the low utilisation of public transport services and a high dependency on automobiles within Liverpool Council's local government area.

² NSW Bus Industry Taskforce First Report of July 2023, NSW Cabinet.

Compared to some suburbs in Eastern Sydney, Liverpool, like many other Western Sydney Council areas, suffers from inadequate bus service provision and accessibility. As highlighted in Figure 5 of the Bus Industry Taskforce report, less than half the number of bus services are provided to Liverpool City Centre compared to Chatswood.³

The poor access to public transport services and job opportunities for low-income families widens the "poverty gap" in certain Liverpool suburbs, such as Ashcroft, Busby, and Miller, by a staggering 29.2% when compared to wealthier eastern suburbs. ⁴The rising cost of fuel further exacerbates the financial strain on these socially disadvantaged communities.

Many senior citizens, school students, young people, individuals with disabilities, and low-income earners living in suburbs with limited or no accessible public transport services often experience social isolation, which increases the risk of health problems.

Council recommendation

In light of these challenges, the Council recommends the implementation of fast and integrated public transport services, such as the proposed rapid transit corridor along Hoxton Park Road and Fifteenth Avenue, coupled with a connected active transport network. This initiative will significantly improve public transport accessibility for low-income and socially disadvantaged communities, such as Miller and Busby, and provide better access to future job opportunities at the Western Sydney International Airport and the Aerotropolis precincts, as well as essential education, health, and community services.

(e) The Role of Public Transport and Future Transport Technologies in Reducing Car Dependency in Western Sydney, Including Barriers to Improving Public Transport Services

Council comments

Several emerging mobility alternatives and technologies, such as e-scooters, autonomous vehicles, and on-demand public transport services, hold the potential to enhance connectivity and accessibility to the existing public transport network and stops in Liverpool. These innovative transport options could complement the current fixed and regular bus services, addressing the first and last-mile gaps within the existing public transport coverage areas.

The concept of Mobility as a Service and the enhancement of the Opal payment system offer the promise of a more integrated public transport network, presenting opportunities to implement pricing incentives that encourage the use of public transport services.

However, there exist certain technical and funding barriers when it comes to piloting and deploying these new technologies. These initiatives require additional resources, expertise, and funding to engage with startup providers and develop trial areas.

Council recommendation

TfNSW is to take the lead in managing and overseeing some of these projects, as well as bridging any funding gaps needed to initiate these trials. It is crucial that these projects be conducted by TfNSW on a regular basis to facilitate the deployment and implementation of these innovative initiatives within the current operational areas.

³ NSW Bus Industry Taskforce First Report of July 2023, NSW Cabinet.

⁴ Ibid.

(f) The Role of the Public and Private Sector, Including Local Government, and the Use of Innovative Funding Models, Such as Transit-Oriented Development and Value Capture Mechanisms, in Public Transport Provision

Council comments

TfNSW is responsible for providing major public transport infrastructure and services. Council is committed to supporting and assisting TfNSW in developing solutions to enhance the public transport network and services to accommodate the increasing demands driven by population growth and economic expansion within the area.

Both TfNSW and Council necessitate Green Travel Plans for major developments in Liverpool, encompassing sites like the Moorebank Logistic Business Park, Liverpool Hospital, new schools, as well as significant residential, office, and retail developments. These Green Travel Plans present an opportunity for TfNSW and the Council to collaborate with private sectors and other government agencies to enhance public transport accessibility and usage while promoting sustainable transport modes.

Furthermore, Council actively supports transit-oriented development, with a particular focus on establishing the east-west rapid transit corridor along Hoxton Park Road and Fifteenth Avenue, connecting Liverpool City Centre, Bradfield City Centre, and the Western Sydney International Airport. Collaboratively, Council and TfNSW will work toward creating connected active transport networks to facilitate access to these major transit nodes.

Some transit-oriented development and value capture mechanisms have already been implemented in some major development areas, such as Liverpool CBD, Austral, and the aerotropolis precincts, through the Special Infrastructure Contribution fund. These initiatives have been instrumental in delivering key transit corridors, including the Fifteenth Avenue and Edmondson Avenue rapid transit routes, as well as Western Sydney Airport metro stations. The Council will further collaborate with TfNSW and the Department of Planning to identify new transit-oriented development opportunities that align with the evolving needs of the community.

Council recommendation

Given that some major developments will be obligated to implement shuttle bus services and other sustainable transport options, Council will continue to work alongside TfNSW, the private sector, and government agencies such as the Department of Health and the Department of Education to seamlessly integrate these sustainable transport measures with broader area-wide public transport improvements. This integrated approach will also enhance the planning of bus services and routes to ensure more cost-effective operations.

(g) Staffing and Future Workforce Planning, Taking into Account Predicted Service Demand Based on Predicted Population Growth in Western Sydney

Council comments

Liverpool Council is home to some of Australia's largest institutions, including Liverpool Hospital, which is one of the largest hospitals in the country, and an associated hospital innovation precinct. It also hosts the Moorebank Intermodal Logistics Park, planned for an annual operation of 1.55 million TEUs, covering approximately 850,000 square metres of warehousing, logistics, and major retail distribution facilities. Moreover, it accommodates the Western Sydney International Airport,

with an ultimate capacity of up to 80 million passengers per annum. All of these operations are planned to run 24 hours a day.

Currently, public transport service provision for nighttime services is very limited and falls short of meeting the needs of the emerging workforce, which often requires shift work during hours when public transport is unavailable. Safety concerns also arise for individuals who rely on public transport during early morning or late evening hours.

Consequently, Council urges TfNSW to conduct a comprehensive review to identify the requirements for public transport services generated by these 24-hour operation industries. Additionally, Council seeks workable solutions to address these demands. Failure to address this issue could lead to an overreliance on personal vehicles as the sole mode of transportation for staff working in hospital, aviation, and freight industries.

Furthermore, the Department of Education has set high targets for public transport usage for new schools in Western Sydney areas. Staff parking provision has been reduced to 50% of the total number of staff, necessitating that 50% of staff use public transport for their daily commute to and from the schools. Given the limited availability of public transport services in Western Sydney as shown in Appendix B, particularly in some greenfield suburbs like Austral, Edmondson Park, and Denham Court, it is imperative to establish convenient public transport services that ensure a short commuter time (within 30 minutes) to and from the schools. This is essential to attract and retain talented teachers who may otherwise face transportation challenges when working in these new schools.

Council recommendation

- TfNSW is to conduct a comprehensive review to identify the requirements for public transport services generated by these 24-hour operation industries. Additionally, the Council seeks workable solutions to address these demands. Failure to address this issue could lead to an overreliance on personal vehicles as the sole mode of transportation for staff working in hospital, aviation, and freight industries.
- Public transport services planning and delivery for new schools in the Western Sydney region.

**Attachment B - Accessibility maps to education and health services by transport modes
(Source: Liverpool Sustainable Urban Mobility Study)**

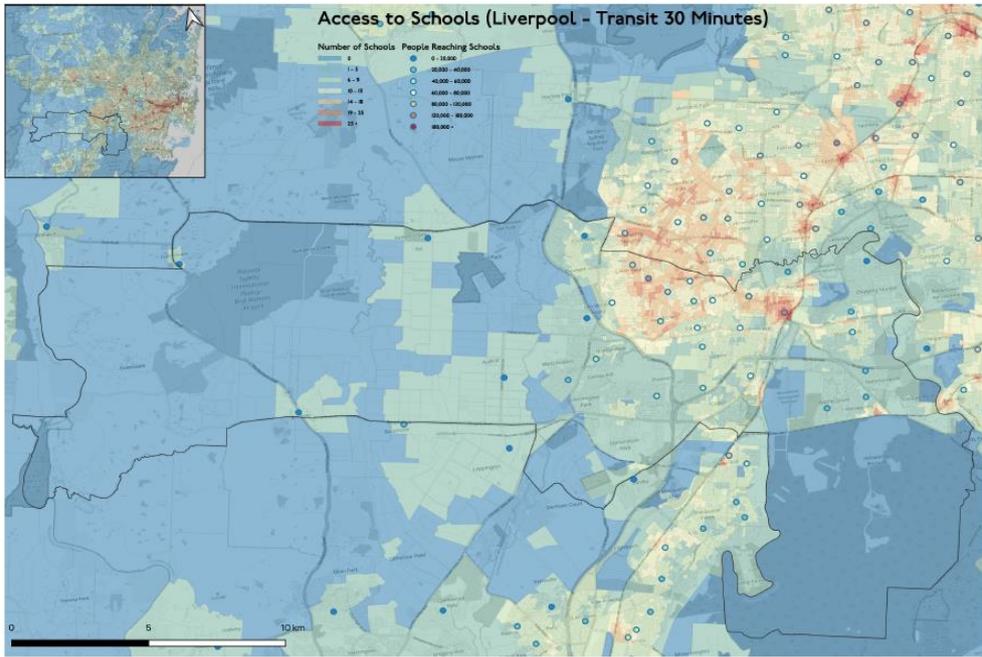


Figure 3.6: Access to Public Schools; Transit

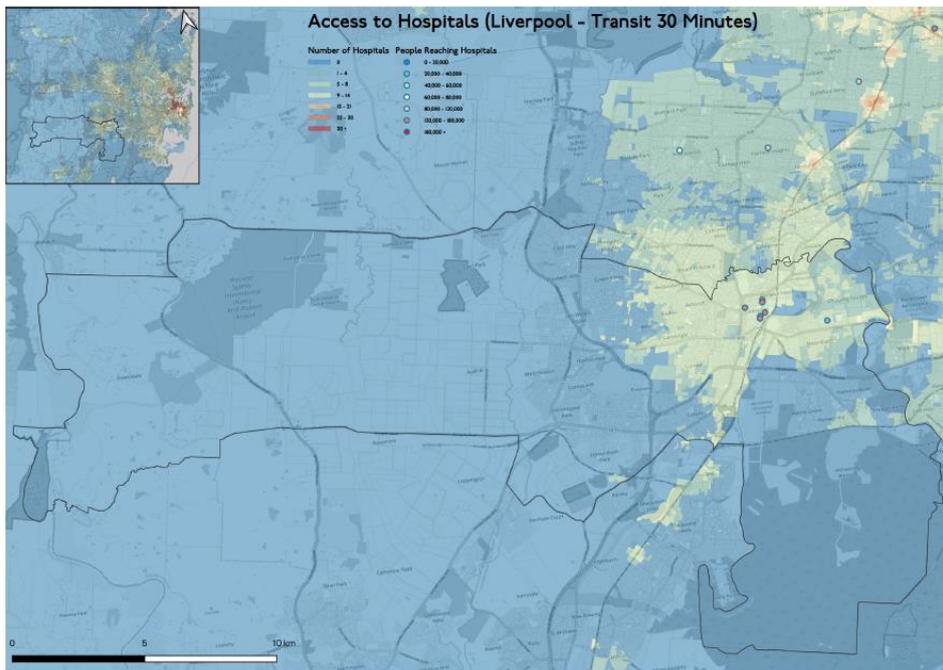


Figure 3.7: Access to Hospitals; Transit

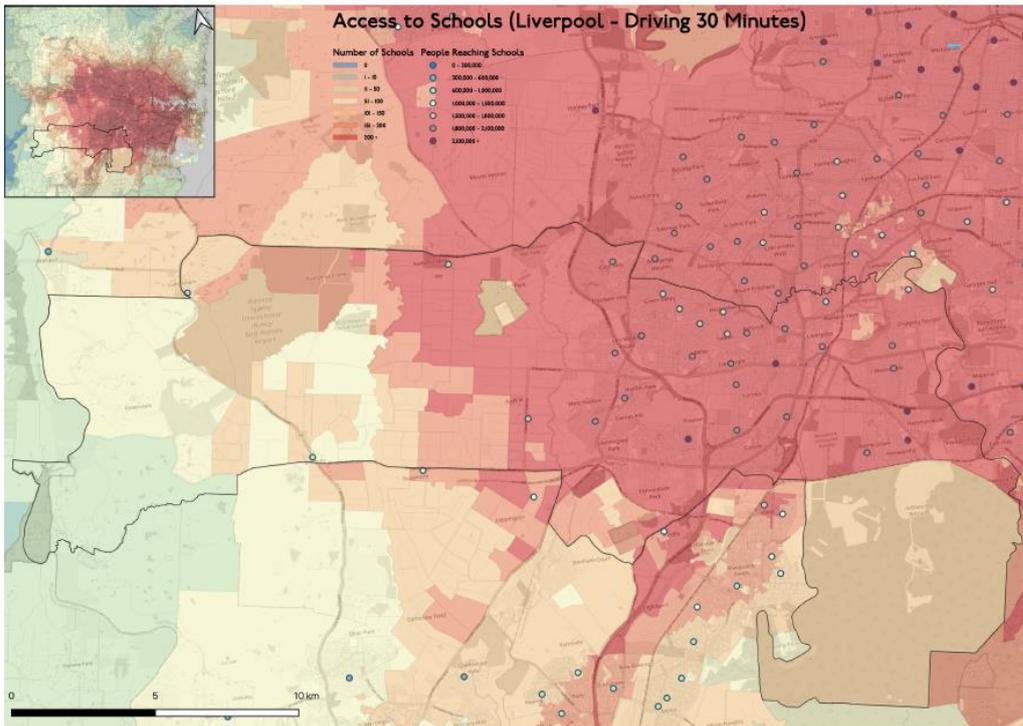


Figure 3.8: Access to Public Schools; Driving

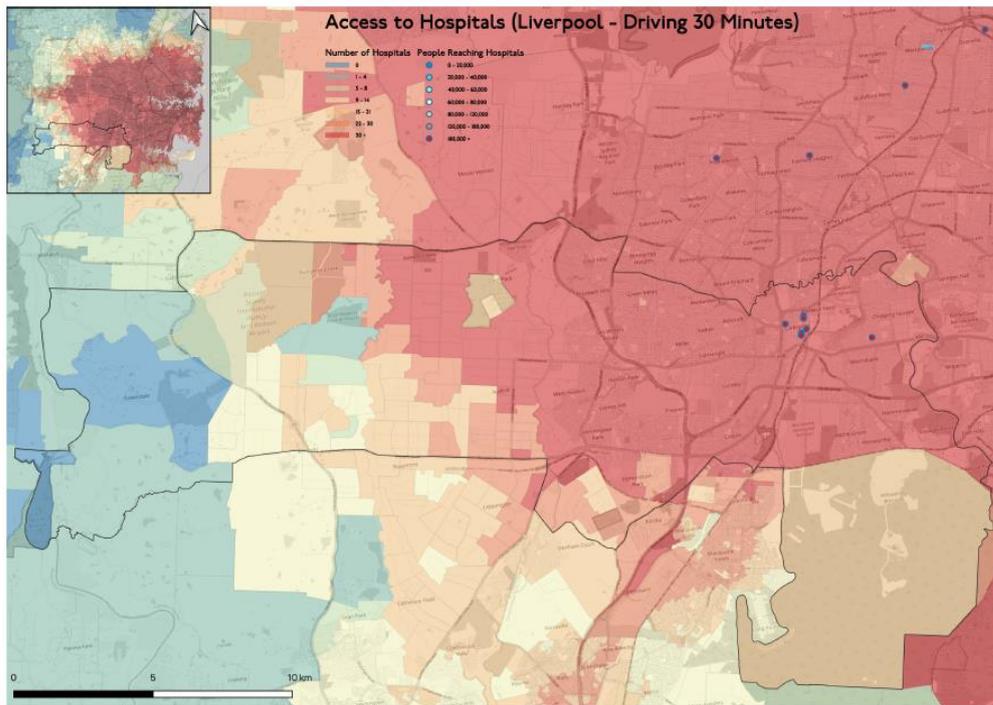


Figure 3.9: Access to Hospitals; Driving